TRPA
APC
PACKETS

APRIL
1987
NOTICE IS HEREBY GIVEN that the Advisory Planning Commission of the Tahoe Regional Planning Agency will conduct its regular meeting at 9:30 a.m. on Wednesday, May 13, 1987, in the TRPA office, 195 U.S. Highway 50, Zephyr Cove, Round Hill, Nevada. The agenda for said meeting is attached hereto and made a part of this notice.

May 4, 1987

By: [Signature]

William A. Morgan
Executive Director
Tahoe Regional Planning Agency
MEETING AGENDA

I CALL TO ORDER AND DETERMINATION OF QUORUM

II APPROVAL OF AGENDA

III DISPOSITION OF MINUTES

IV PUBLIC HEARING
   A. To Consider Amendments to Plan Area Statements (PAS), Including Specifically, But Not Limited To, the Following: PAS 070A, 080, 089A

V PLANNING MATTERS
   A. Status of Implementation of Regional Plan Package
   B. Discussion on Chapters 7, 15, and 45 of Code of Ordinances
   C. Status Report on Community Planning Process
   D. Status Report by Recreation Committee on Review of Recreation Element
   E. Discussion on Regional Transportation Plan Update
   F. Discussion on Waterborne Feasibility Study
   G. Report on Activities of the Special Task Force on Rehabilitation Fees and Land Banking Programs

VI REPORTS
   A. Staff
   B. Legal Counsel
   C. Public Interest Comments
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VII CORRESPONDENCE

VIII PENDING MATTERS

IX ADJOURNMENT
MEMORANDUM

May 5, 1987

To: The TRPA Governing Board

From: The Staff

Subject: Public Hearing on Plan Area Statements 070A, 080 and 089A

At the April 8 and 9 APC meeting, the following proposed amendments were continued to the May APC meeting. The amendments relate to the Nevada South Stateline area and more specifically to lands owned by the Park Cattle Company. PAS Map H-16, locating the lands in question, is attached. A letter explaining Park Cattle Company's position, written by Park Cattle Company representative Gordon DePaoli, is also attached.

Agency staff will be prepared to discuss each amendment at the APC meeting on May 13. Any recommendations by the APC will be included with the April APC recommendations for the second trailing amendment which will be considered by the TRPA Governing Board at its regular May meeting.

GWB:jf
5/5/87

AGENDA ITEM IV A.
1. PAS 080: Park's 246 acres does not belong in PAS 080, but parts of it should be included in adjacent Plan Areas 089A - Nevada South Stateline Resort Area, 076 - Kingsbury Commercial and 078 - Middle Kingsbury Residential. (Disagree.)

2. PAS 080: Special Designations should be provided to assist in the achievement of environmental improvements. (Disagree.)

3. PAS 080: Instead of Special Policy #3 indicating that the lower portions of PAS 080 should be considered in the Community Plan for Stateline and Kingsbury, Park's property should be included in the applicable Plan Areas. (Disagree.)

4. PAS 080: Objects to the designation of "scenic view corridor." (Disagree.)

5. PAS 080: The uses listed as permissible are not reasonable economic uses. (Disagree.)

6. PAS 080: The Edgewood Water Company facilities should be an allowed rather than a special use. (Agree.)

7. PAS 080: Although Special Policy #3 states that a developed campground should be considered, no additional capacity for such a use has been assigned. (True. This is a subject for the APC Committee.)

8. PAS 080: Plan Area Statements should not mandate implementation of improvement programs that have not yet been adopted by the Governing Board. (Disagree.)

9. PAS 070A: Planning Consideration #2 should be expanded to recognize that for many years there have been numerous ponds on the Edgewood Golf Course which have acted as siltation basins and have assisted in the reduction of pollutants entering Lake Tahoe from Edgewood Creek. (Agree.)

10. PAS 070A: Objects to and requests the deletion of Special Policy #1 which suggests that the Edgewood Golf Course be redesigned. (Disagree.)
11. PAS 070A: The facilities of the Edgewood Water Company should clearly be allowed uses. (Agree.)

12. PAS 070A: Eating and drinking places should be an allowed use to make it clear that the bar and restaurant facilities at the golf course are allowed as a primary use. (Disagree.)

13. PAS 070A: Water intake lines should be an allowed accessory structure. (Agree.)

14. PAS 070A: Some additional outdoor recreation development should be allocated to this Plan Area due to its location adjacent to a major tourist center. (Disagree.)

15. PAS 089A: The Planning Statement should expressly state that structures housing gaming under a non-restrictive license are permitted and conforming use. (Agree.)

16. PAS 089A: Special Policy #1 should be revised so as not to expand the 1973 requirement that the Park Tahoe not exceed 50% total land coverage. The language requiring that the land be maintained as a "scenic view corridor" and a "historical site" should be removed. (Disagree.)

17. PAS 089A: Multiple family residential should be added as a permissible use. (Disagree.)

18. PAS 089A: Vehicle storage and parking should be an allowed, rather than special use. (Agree.)

19. PAS 089A: Sport assembly should be an added as a permitted use, or the definition of privately owned assembly and entertainment facilities should be expanded to include sport assembly. (Sport assembly already is listed as a special use.)

20. PAS 089A: Plan Area Statements should not mandate implementation of improvement programs that have not yet been adopted by Governing Board. (Disagree.)
POOR QUALITY ORIGINAL (S) TO FOLLOW

HIGH DESERT MICROIMAGING, INC.
1225 FINANCIAL BLVD
RENO, NV 89502
(775) 359-6980
April 1, 1987

Members Tahoe Regional Planning Agency
Advisory Planning Commission
(see attached list)

RE: Park Cattle Co./Amendments To Plan Area Statements

Dear Members of the Advisory Planning Commission:

Enclosed for each of you is a copy of excerpts from a presentation made by me to the Governing Board of the Tahoe Regional Planning Agency on or about November 24, 1986. These excerpts cover the introduction to that presentation and the Plan Area Statements portion of that presentation. Your packet for last month's meeting at pages 8 - 18 included information presented by me to the Governing Board on January 28, 1987. It is my understanding that your packet will include that information this month as well. Greg George was unable to locate a copy of the enclosed material and therefore I am sending a copy to you directly.

Sincerely yours,

Gordon H. DePaoli

GHD/emr
PARK 8 14
Enclosures
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increase construction costs and the likelihood of persons to invest their money at Tahoe under such circumstances.

The Environmental Impact Statement states that "the impact of the proposed action on land values will vary." It seeks to conceal the true impact by suggesting that in any many instances, land values will increase because of IPES. In truth and in fact, the impact of the proposed action on the land values will universally result in substantial decreases in those values. For every new parcel eligible for residential development under the IPES, a parcel eligible today for residential development will be displaced. To suggest that your proposed action will result in anything other than decrease in land values simply ignores the facts.

III. PLAN AREA STATEMENTS FOR THE LAKE TAHOE BASIN.

A. Introduction.

Throughout the planning process, Park has contended that the Plan Area concept is unduly and unnecessarily complex. There is no reason that the Region cannot be planned as a whole or by local government units recognizing of course that zones will be established based upon existing uses and proximity to existing uses. This concept is lost in the Plan Area proposal.

Park's property is included in three separate Plan Areas. A portion is in Plan Area 080 (Kingsbury Drainage), a portion is in Plan Area 070A (Edgewood) and a portion is in Plan Area 089A (Nevada South Stateline Resort Area). Those Plan Areas are shaded in yellow on Exhibit B. Each Plan Area is considered separately below.
B. Park Cattle Co.'s Property And Plan Area Statements.

1. Plan Area 080 - Kingsbury Drainage.

   (a) Park's Property Does Not Belong In This Plan Area.

Plan Area 080 has a land use classification of "conservation" and a managment strategy of "mitigation." The boundaries for this Plan Area are so gerrymandered that it takes four Plan Area maps to show it. See, Exhibit C. Park has approximately 246 acres of property in this Plan Area. Its property has very little in common with the other land in the Plan Area.

Park's property abuts Highway 50, is located on both sides of the Loop Road and abuts a small portion of Kingsbury Grade. It is sandwiched between the Nevada South Stateline Resort Area (Plan Area 089A), the Kingsbury Commercial Area (Plan Area 076) and the Middle Kingsbury Plan Area (Plan Area 078). Sewer and electrical lines are nearby and in fact cross the property. The Edgewood Water Company provides water to the property and its distribution lines and main storage facility are located on it.

When your Agency planned this property in 1971, it zoned 37 acres conservation reserve, a holding zone. Some 30 acres of Park's land was zoned low density residential; a large portion was zoned tourist commercial. In addition, about 29 acres were zoned high density residential and 26.32 acres were zoned general commercial. See, Exhibit D. That is the present zoning on the property.
The 1971 planners recognized the facts. They considered the location of the property and what was around it. They recognized that major portions of the property were suited for residential uses. They took into account the wisdom of having a high density residential area within walking distance of one of the Region's major employment centers. They recognized that the property was adjacent to tourist and commercial centers and was bounded by major transportation corridors.

Park's property does not belong in a Plan Area that includes for example the Douglas County dump and maintenance yard. The planning statement, planning considerations and special policies further highlight the inappropriateness of including Park's property in this Plan Area. Park's property is not in need of rehabilitation. See, Planning Statement for Plan Area 080. There is no extensive disturbance on Park's land. See, Policy Consideration No. 1. There is no off-road vehicle use and there certainly is no lack of infrastructure and services. See, Policy Considerations No. 2 and No. 3. Park's land is virtually uncovered. It is not in need of land coverage restoration. See, Special Policy No. 1.

Park's property should either be placed into three new Plan Areas or parts of it should be included in Plan Area 089A, the Nevada South Stateline Resort Area, in Plan Area 076, the Kingsbury Commercial Plan Area and in Plan Area 078, the Middle Kingsbury Residential Plan Area.
(b) Application Of The Plan Area
Statement To Park's Property.

(i) Special Designations.

The Goals and Policies have praised the various special incentives which are to be available to land owners willing to take environmentally beneficial measures on their land and elsewhere. This Plan Area has none of those incentives. It is not eligible for a community plan, a transfer of development rights program, the multi-residential incentive program, the bonus tourist unit program or the affordable housing program.

(ii) Planning Considerations.

Planning considerations are to describe both positive and negative issues that require special consideration. First, it should be recognized that such considerations may not apply to all property within a Plan Area as is the case here. Second, planning considerations should state facts only, not unsupported assumptions. Third, they should fairly state the facts. Finally, planning considerations should recognize facts which are positive.

For example, here policy consideration No. 5 states that there "are numerous water filings along Edgewood Creek that could create low flows." The fact is that there are water filings on Edgewood Creek. The extent to which diversions will or will not create low flows remains to be determined. Additional examples are provided with respect to Plan Area 070A infra.
(iii) Special Policies.

As with the planning considerations, it must be recognized that many special policies do not apply to the property within a Plan Area. One of the special policies here states that the "area adjoining Highway 50 should be maintained as a scenic view corridor." The only property adjoining Highway 50 in the Plan Area is Park's. The preservation of scenic view corridors is a public purpose. That is why the Plan should not and cannot lawfully be placed upon private landowners.

(iv) Permissible Uses.

The extent to which Park's property is impinged upon by this Plan is highlighted by the permissible use descriptor for this Plan Area. The only allowed uses are those that relate to benefits to the public at large, like reforestation, sanitation, salvage cut, thinning, nonstructural fish and wildlife habitat management, insect and disease suppression, erosion control and runoff control. Those "allowed" uses do not provide a reasonable economic use of Park's property.

In the residential use category "guest houses" can be added. Major storage and distribution facilities of Edgewood Water Company are located in this Plan Area. Public Service major use category, public utility category is allowed as a special use. Public Service is defined in section 2.0 as "public or non-profit uses, facilities, activities pertaining to communication, transportation utilities, government, religion, public assembly and

Plan Area 070A consists primarily of the Edgewood Golf Course and the 4-H Camp. It has a land use designation of "recreation" and a management strategy of "mitigation."

(a) Planning Considerations.

The planning considerations in this Plan Area highlight the need to state only facts, to state facts fairly and to state positive facts. For example, planning considerations Nos. 1 and 2 assume that fertilizer application on the golf course is causing "problems" and resulting in "large amounts of nutrients" being discharged to Edgewood Creek. The fact is that fertilizer is used on the golf course. Whether or not that is a problem and if so its extent remains to be seen.

Fairness in the statement of planning considerations is important. Here planning consideration No. 4 states that "the golf course provides a useful recreational service to the casino patrons." That is true but it also provides a useful recreational service to many other visitors to Lake Tahoe and to the residents of Lake Tahoe, not simply to "casino patrons."

It is also important that planning considerations recognize the positive environmental benefits which are achieved by the golf course. In particular, ponds on the golf course act as settling ponds for silt in Edgewood Creek. Major amounts of silt settles in those ponds every year and is prevented from reaching Lake Tahoe. The planning considerations should acknowledge that fact and should insure
Park's continued ability to maintain those ponds and to remove silt from them. They should also recognize the fact that the golf course through a leach field and in the future through a pond is and will be an important part of the storm water runoff treatment systems for adjacent hotel casinos.

(b) Special Policies.

One special policy here suggests that the golf course be redesigned to provide for natural buffers of vegetation along the creek and the pond areas wherever possible. This statement should be omitted. It will simply be used to justify conditioning approval of a future project on Park's making changes in the design of the golf course.

(c) Permissible Uses.

It is Park's understanding that uses which are accessory to uses designated as allowed or special in a Plan Area Statement are not prohibited even if they are not listed as accessory uses in the Plan Area Statement. However, in Plan Area 089A, an accessory use is listed. This casts some doubt on Park's understanding. If accessory uses must be listed, then this Plan area should list several uses accessory to the Edgewood Golf Course. These would include storage buildings, maintenance facilities, parking lots, outdoor recreation concessions, restaurants, bars, clubhouse and general merchandise store.

Park is also concerned with the extent to which an accessory use may operate when the primary use is not
operating. For example, "golf course" is defined by the Code as "an area of land laid out for the game of golf, driving ranges and putting greens. A golf course may include accessory uses such as an eating and drinking place, clubhouse and general merchandise store." However, Section 18.2.E of the Code of Ordinances indicates that an accessory use "may not operate independent of the primary use." The bar and restaurant at the Edgewood Golf Course has regularly operated when the Golf Course was not open for business. This has been true during the golf season as well as during the off season. That should be allowed to continue. The provision in the definition of accessory uses which purports to regulate the time when such uses may operate should be deleted.

Alternatively, the uses which Park has listed above as accessory should be listed in the Plan Area Statement as allowed primary uses. Like Plan Area 080, major portions of the Edgewood Water Company's utility facilities are located within this Plan Area. It should be made clear that those facilities are not prohibited by the Plan Area Statement.

Because this Plan Area includes shorezone, it also has certain uses listed for the nearshore and foreshore. Tolerance District 1 includes a list of accessory uses, while Tolerance District 7 does not. If accessory uses must be listed, then they should also be listed for Tolerance District 7.

As near as Park can determine, the Plan Area Statements and the Shorezone Provisions of the Code of
Ordinances are silent on private water company facilities in the shorezone. Section 51.3.B of the Code of Ordinances makes public health and safety facilities an allowable use in the nearshore and foreshore. However, Section 18.3 restricts that definition to facilities "operated by public agencies for the protection of the public." This definition must be modified or a new term must be developed like "Water Purveyor Facilities." See, Code at p.2-26.

This is important for two reasons. First, your plan encourages transfer of points of diversion to Lake Tahoe. Those transfers will require facilities in the nearshore, foreshore and backshore. Second, the Edgewood Water Company presently diverts water out of Lake Tahoe in this Plan Area. Its facilities are in the nearshore and foreshore. Those facilities should be an allowed use.

(d) Additional Recreation Development.

This Plan Area does now allow for any additional recreation development, whether it be day use, overnight or winter use. Some additional outdoor recreation development should be allocated to this Plan Area, whether it be for additional golf course use, or some other form of recreation. It would seem that a Plan Area adjacent to a major tourist center would be ideal for such additional development.

(e) Improvement Programs.

The stream environment restoration program should be eliminated until that program is actually developed and can be reviewed by the public and the Governing Board.
3. Plan Area 089A - Nevada South Stateline Resort Area.

This Plan Area has a land use classification of "tourist" and a management strategy of "mitigation."

(a) Special Designation.

This Plan Area is eligible for a community plan and is a transfer of development rights receiving area for existing development. It should also be part of the tourist unit bonus program. Incentives should be provided for the location of additional tourist accommodation units in this area. Location in this area may well reduce expected increases in vehicle miles traveled within the Basin. Like its sister Plan Area 089B (California South Stateline Resort Area), it should be eligible for residential bonus units, and the multi-residential incentive program. Finally, it should be a preferred affordable housing location.

(b) Planning Statement.

The Planning Statement should expressly acknowledge that structures housing gaming under a nonrestricted license are permitted and conforming uses in this Plan Area.

(c) Planning Considerations.

Again, care should be taken that the planning considerations simply state facts and not unsupported conclusions or speculations. Planning consideration No. 3 should simply state the fact of Harvey's Hotel and Casino expansion and the three parking garage approvals. Similarly, planning consideration No. 6 should state that the area has a large number of boilers.
(d) **Special Policies.**

Park is especially concerned with respect to Special Policy No. 1. That Special Policy states that Caesars Tahoe open space, as set forth in an instrument recorded in Book 1078, Page 634 of the Official Records of Douglas County, "should be continued to be maintained as a scenic view corridor and any and all activities taking place on the Caesars Tahoe property should be viewed in light of said open space." First, the area referred to is not even located within this Plan Area. Second, Park does not know what is meant by viewing activities taking place on the Caesars Tahoe property in light of this open space. The area in question is land owned by Park. It was land included as part of the project area of the Park Tahoe so that the land coverage for that project would not exceed fifty percent (50%) of the total land area of the Project. It was not necessarily intended or required that that land be maintained as a scenic view corridor. As a matter of fact, there are buildings located on that land, including the Friday's Station Historical Monument.

(e) **Permissible Uses.**

Multi-residential should be added as a residential use. "Storage accessory" is listed as a special use. It is this listing which creates a question as to whether accessory uses must be included in a Plan Area Statement.

Throughout the Plan Area Statements and the Code, certain identical uses and facilities are permitted or prohibited, depending upon who owns the facility or use. If
the owner is a public agency, it is permitted; if the owner is a private person or entity, it is prohibited. The impact of identical uses or facilities on the environment should not change based upon whether the use or facility is publicly or privately owned.

In this Plan Area, public assembly and entertainment facilities are permitted as special uses. Similarly, private assembly and entertainment facilities should be recognized as a permissible use within this Plan Area. It is an ideal location for such facilities.

(f) Improvement Programs.

Under the improvement program section, the stream environment zone restoration and the scenic restoration and landscaping improvements programs should be deleted until they are completed and subjected to review by the public and by the Governing Board.

IV. CODE OF ORDINANCES FOR THE LAKE TAHOE BASIN
OCTOBER 31, 1986.

A. General Provisions.


Section 1.2 states that the provisions of the Code and the Amended Regional Goals and Policies Plan is to be enforced by the TRPA, the states of California and Nevada, the City of South Lake Tahoe and the Counties of El Dorado, Placer, Washoe, Carson City and Douglas. The statement is confusing in that it suggests that each of those entities may independently enforce provisions
BEFORE THE GOVERNING BOARD
OF
THE TAHOE REGIONAL PLANNING AGENCY

COMMENTS OF PARK CATTLE CO.
AND THE EDGEMOOD WATER COMPANY

REGARDING

January 7, 1987 Revisions To Plan Area Statements
For The Lake Tahoe Basin

Presented By

Gordon H. DePaoli, Esq.
Woodburn, Wedge, Blakey and Jeppson
First Interstate Bank Building
One East First Street, Suite 1600
Reno, Nevada 89505

January 28, 1987
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I. INTRODUCTION.

Park Cattle Co. and the Edgewood Water Company (Park) have presented written and oral comments concerning the Plan Area Statements and the Code Of Ordinances for the Lake Tahoe Basin. The comments set forth herein are intended to supplement those comments with respect to the January 7, 1987 revisions to the Plan Area Statements.

II. PLAN AREA STATEMENTS FOR THE LAKE TAHOE BASIN.

A. Introduction.

It is virtually impossible to know the impact of a Plan Area Statement on a particular piece of property without also knowing the substance of the entire Code Of Ordinances. Although certain chapters of the Code may be more directly related to Plan Area Statements than others, those chapters do not reveal the full scope of regulation which will be imposed on a property. The Plan Area Statements should not be adopted before the Code Of Ordinances.

B. Park Cattle Co.'s Property And Plan Area Statements.

1. Plan Area 080-Kingsbury Drainage.

(a) Park's Property Does Not Belong In This Plan Area.

Park has approximately 246 acres of property in this Plan Area. One of its principal objections to this Plan Area Statement is that its property does not belong in it. For a number of specific reasons, Park suggested that its property should either be placed into three (3) new plan areas or that parts of it should be included in Plan Area 089A, the Nevada
South Stateline Resort Area, in Plan Area 076, the Kingsbury Commercial Plan Area, and in Plan Area 078, the Middle Kingsbury Residential Plan Area. See, November 24, 1986, Comments Of Park Cattle Co. And The Edgewood Water Company, pp. 10-11 (Park's November 24, 1986, Comments).

The January 7, 1987, revision to this Plan Area continues to include all of Park's property in Plan Area 080. Several reasons have been given for this result. First, it is said that a large portion of Park's 246 acres is required open space for the Caesars Hotel Casino. See, Response To Comments: TRPA Plan Area Statements, Park II: Specific Comments, No. 203 (TRPA Response To Comments). As a matter of fact, only 16 of Park's 246 acres are a part of the original Park Tahoe (now Caesars Tahoe) project.

Second, it is suggested that a large portion of the Park property is classified as high hazard or stream environment zone. Id. Park has consistently disagreed with that classification. If the existence within an area of lands classified as high hazard was the determining factor, substantially the entire region would receive a conservation designation. Other regulations adequately control the development of such lands. There is no need to classify all of Park's property as conservation simply to restrict development on high hazard lands. Finally, large areas of the Park property consist of land which is not designated high hazard or stream environment zone.

Another reason given for the conservation designation is that there are no substantial improvements,
i.e., streets, sewer lines, and water lines within the Park property. Id. That reason ignores the fact that Park's property abuts Highway 50, is located on the Loop Road, and is adjacent to a small portion of Kingsbury Grade. It ignores the fact that sewer and electrical lines are nearby and in fact cross the property. It ignores the fact that the Edgewood Water Company provides water to the property and that its distribution lines and main storage facility are in fact located on it.

Another reason given for rejecting Park's proposal is that the Edgewood Creek Water Shed Association is already overcovered and targeted for coverage removal. Id. Park's property in this Plan Area is not overcovered. Id. Moreover, there are other Plan Areas within the Edgewood Creek Water Shed Association which have not received the conservation designation.

Finally, it is said that this is a low priority area for development. Id. When one considers the location of this property and what is around it, one must ask why. This land is directly adjacent to one of the Region's major employment centers. It is adjacent to tourist and commercial centers and is bounded by major transportation corridors.

(b) Application Of The Plan Area Statement To Park's Property.

(i) Special Designations.

The only reason given for not providing any special designations for this Plan Area is its conservation designation. TRPA Response To Comments, No. 208. No other
reason is given why the special incentives available to land owners willing to take environmentally beneficial measures on their land and elsewhere are not also made available in this Plan Area. Certainly, the Plan Area Statement contemplates a need for environmental improvements within this Plan Area. Yet no incentives are provided to assist in the achievement of those improvements.

(ii) **Special Policies.**

A new Special Policy 3 has been added. It suggests that the lower portions of the Plan Area should be considered in the Community Plans for Stateline and Kingsbury. Park's property should be included in those Community Plans. The best way to insure that that occurs is to include Park's property in the applicable Plan Areas.

Park continues to object to the designation of its property as a "scenic view corridor." Contrary to the TRPA Response To Comments, that designation imposes a public burden on Park's property and will result in Park's not being allowed a reasonable economic use of it.

(iii) **Permissible Uses.**

The extent to which Park's property is impacted by this Plan continues to be highlighted by the permissible use designations for this Plan Area. Contrary to the TRPA Response To Comments, ranch uses, limited recreational uses, and timber uses are not reasonable economic uses of the property. The fact that Park's property in other Plan Areas has existing lawful uses, does not justify the inverse condemnation of this property. See, TRPA Response To Comments, No. 210.
As noted in its November 24, 1986, Comments, Park is concerned that the major storage and distribution facilities of the Edgewood Water Company located in this Plan Area be recognized as permitted uses. Chapter 18 of the Code Of Ordinances defines public utility centers to include "quasi-public" facilities. No definition of "quasi-public" is provided. This issue should be dealt with directly and clearly. See, Park's, November 24, 1986 Comments, pp. 13-14. Moreover, the Edgewood Water Company facilities should be an allowed rather than a special use.

(iv) Additional Developed Outdoor Recreation.

Special Policy No. 3 suggests a developed campground for recreational vehicle parking for this Plan Area. However, under the additional outdoor recreation section, no additional capacities are allowed for this Plan Area. Without an assignment of additional capacity, Special Policy No. 3 can not be implemented.

(v) Improvement Programs.

The Plan Area Statements should not mandate the implementation of programs which have not yet been written and/or reviewed by the Governing Board. The requirement for such a program may be added when and if such programs are adopted.


(a) Planning Considerations.

Planning Consideration 2 recognizes the recent construction of a siltation basin at the Edgewood Golf Course which will reduce pollution entering Lake Tahoe. It should
also recognize that for many years there have been numerous ponds on the Edgewood Golf Course which have acted as siltation basins and which have assisted in the reduction of pollutants entering Lake Tahoe from Edgewood Creek.

(b) **Special Policies.**

Park continues to object to and requests the deletion of Special Policy No. 1 which suggests that the Edgewood Golf Course should be redesigned. Special policies should be carefully considered. Under section 13.7.A of the proposed Code of Ordinances, they cannot be changed except by plan amendment.

(c) **Permissible Uses.**

Park's comments concerning the definition of public utility centers also apply to this Plan Area because major facilities of the Edgewood Water Company are located in it. It is not clear whether the bar and restaurant facilities at the Edgewood Golf Course will be primary uses, accessory uses or both. Since these uses exist and since this Plan Area consists almost entirely of Park property, Park suggests that eating and drinking places be an allowed, rather than a special use.

The accessory uses/structure provisions for both shorezone tolerance districts in this Plan Area should include water intake lines as being allowed. This is important to protect existing water diversions out of Tahoe and to encourage future diversions out of Tahoe rather than out of streams. See, Park's November 24, 1986, Comments, pp. 17-18.

A number of uses have been eliminated from the
shorezone provisions in this Plan Area. It appears that this may be due to the provisions of section 51.2.D of the Code which deals with "dispersed water oriented outdoor recreational uses." However, it is not clear whether that generic use should be included in the Plan Area Statement. This should be clarified.

(d) **Additional Developed Outdoor Recreation.**

This Plan Area does not allow for any additional recreation development. Some additional outdoor recreation development should be allocated to this Plan Area. Although golf course expansions do not require PAOT's, this Plan Area, which is adjacent to a major tourist center, is ideal for the location of other additional developed outdoor recreation facilities.

(e) **Improvement Programs.**

Mandatory improvement programs should be deleted unless and until the programs are actually written and reviewed and approved by the Governing Board.

3. **Plan Area 089A - Nevada South Stateline Resort Area.**

(a) **Planning Statement.**

The Planning Statement should expressly state that structures housing gaming under a non-restricted license are permitted and conforming uses.

(b) **Special Policies.**

Park continues to object to Special Policy No. 1. There is no dispute that the property referred to in that Special Policy is a part of the project area for Caesars Tahoe. Park objects to the attempt to expand what was intended and

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required in 1973 when this property was included as a part of the Park Tahoe project. The land in question was included as a part of the project area so that the land coverage for the Park Tahoe would not exceed fifty percent (50%) of the total land area of the project. Nothing in that 1973 designation required the land to be maintained "as a scenic view corridor" or as an historic sight. The Governing Board should not impose additional and new burdens on the property in question by reason of this Special Policy.

(c) Permissible Uses.

Multi-residential should be added as a residential use. Vehicle storage and parking should be an allowed, rather than special use in this Plan Area. Sport assembly should be added as a permitted use. In the alternative, the definition of privately owned assembly and entertainment facilities should be expanded to include the definition of sport assembly.

(d) Improvement Programs.

No improvement program should be mandated unless and until it is complete, reviewed by the public, and adopted by the Governing Board.
MEMORANDUM

May 5, 1987

To: The Advisory Planning Commission

From: The Staff

Subject: Status of Regional Plan Package

At the APC meeting, staff will provide an oral report of the status of the Goals and Policies Plan, the Plan Area Statements, and the Code of Ordinances.

As of this date, those ordinances needed to implement the plan are complete and before the Governing Board for action at the special Board meeting of May 6 and 7.

WAM: jf
5/5/87

AGENDA ITEM V A.
MEMORANDUM

May 5, 1987

To: The Advisory Planning Commission

From: The Staff

Subject: Discussion on Chapters 7, 15, and 45 of the Code of Ordinances

The staff is currently working on the subject chapters and is not ready to release revised drafts. The delay is because of the staff priority on the adoption of 50+ chapters of the Code by May 6 and the fact that only Douglas County has given the staff a written response as to how they regulate temporary uses and special events. However, some work has been done in the area of special events and what events will require TRPA review. Agency staff requests APC comments on the following criteria.

The staff has been evaluating some criteria that might be used to determine if TRPA review is required for a special event. Some criteria for APC consideration are:

1. The special event requires parking in areas not designated for parking.
2. The special event requires the closure of a major roadway.
3. The special event discharges pollutants affecting attainment of air or water quality standards.
4. The special event proposes noise levels which may exceed the CNEL limits.
5. The special event proposes land or vegetation disturbance.
6. The special event exceeds 7 days duration or occurs more than once in a 90-day period (becomes a temporary or seasonal use).

Examples of events targeted to be exempt from review (if environmental findings can be made) are as follows:

1. Seasonally related events such as traditional holiday celebrations.

AGENDA ITEM V B.
2. Club events such as nonprofit events held by churches, civic groups, sporting clubs and social clubs.

3. Events related or accessory to a primary use such as sporting events at a school, a golf tournament at a golf course, a ski race at a ski area, a sale at a store, etc. This assumes the event and its impacts are contained on the project site and do not exceed the criteria above.

4. Garage sales which are limited to one or two days, must be at the residence of the seller, and the items must be the possession of the seller.
MEMORANDUM

May 5, 1987

To: The Advisory Planning Commission

From: The Staff

Subject: Status Report on Community Planning Process

Agency staff is starting to prepare the work program for the community planning process since the draft ordinance is nearing adoption and $120,000 for Community Plan funding should become available as of July 1, 1987. The purpose of this item is to update the APC and to seek recommendations for design and implementation of the program.

A 4/28/87 draft of Chapter 14 (Community Plans) is included in the APC packet. This ordinance is scheduled for first reading at the May 6, 1987 Governing Board meeting and should not be significantly changed. It is important for the APC members to become familiar with the process and content of community planning as set forth in the ordinance.

There are 23 commercial areas in five jurisdictions that are eligible for Community Plans, and it is the goal of the TRPA to have them completed by December 1, 1989. The TRPA is currently budgeted to commence the community planning process July 1, 1987; however, the work program for the process is not yet completed. Staff will be prepared to discuss the TRPA assessment of and commitment to the community planning process in further detail at the APC meeting.

The ordinance does not speak in sufficient detail to organizing, staffing, coordinating, and budgeting of the community planning process for he TRPA to immediately implement a program. The staff is seeking APC input as to local government and community needs, expectations, and commitments.

It is the staff recommendation that a committee of the local planners be formed to assess the situation and make recommendations to the APC and TRPA in regards to initial number of plans to be commenced, staffing needs, budget constraints and commitments, coordination, planning requirements, evaluation methods, and other matters relating to implementing the community planning process.

GWB:jf
5/5/87

AGENDA ITEM V C.
CHAPTER 14
COMMUNITY PLANS

Chapter Contents

14.0 Purpose
14.1 Applicability
14.2 Establishment Of Community Plans
14.3 Eligible Areas
14.4 Incentives
14.5 Relationship To Other Documents
14.6 Community Plan Process
14.7 Maintenance And Modification Of Community Plans

14.0 Purpose: This chapter sets forth the provisions for development and adoption of community plans pursuant to the Goals and Policies and as provided for in plan area statements.

14.1 Applicability: Community plans may be developed for areas designated in the Goals and Policies. Following adoption of a community plan, all projects within the community plan boundaries shall be consistent with the provisions of the community plan, as well as all applicable provisions of this Code. Approval of a community plan is not approval of any project included in the community plan.

14.2 Establishment Of Community Plans: Community plans, upon adoption, shall be established on the TRPA Plan Overlay Maps and in the document entitled Regional Plan for the Lake Tahoe Basin, Part V Special Plans. The goal of TRPA is to have all community plans completed by December 1, 1989.

14.3 Eligible Areas: Areas eligible for community plans are designated on the map referred to in the Goals and Policies, Land Use Subelement, Land Use Element Goal #2, Policy 6.1. Preliminary boundaries for those areas are shown on plan area maps. The preliminary boundaries may be adjusted as part of the community plan process. A community plan area may consist of more than one part, provided each part, distinctly enclosed within its own boundary, complies with the requirements of this section. Any adjustment of boundaries, including the establishment of parts, shall be subject to TRPA making the following findings at the time of community plan adoption:
14.3.A Commercial Uses: The area within the boundaries is an area where commercial uses are concentrated or should be concentrated; is served or easily served by transit systems; which has adequate highway access; which has or can have housing in the vicinity available for employees working in the area; and which otherwise qualifies as an area suitable for continued or increased levels of commercial activity. Some areas, because of their existing and proposed development patterns, may incorporate more than commercial use classifications.

14.3.B Traffic Considerations: The nature and intensity of uses proposed for the area within the boundaries is demonstrably consistent with the achievement of VMT reduction policies and level of service goals for street and highway traffic established for the plan area.

14.3.C Discontinuities: The area within the boundaries has no significant discontinuities of commercial development, either as existing or proposed, between subareas.

14.3.D Concentration: The area within the boundaries will encourage concentration of commercial development and discourage the maintenance or exacerbation of strip commercial development.

14.3.E Size: The area within the boundaries is a size consistent with the needs for additional commercial development established by the needs assessment which evaluated the entire area of the community plan, taking into account the needs and opportunities of the Region taken altogether.

14.4 Incentives: Areas within the boundaries of designated community plans, and after adoption of those community plans, are eligible for incentives as set forth in Chapters 20, 24, 30, 33, 35, 93 and elsewhere in this chapter.

14.5 Relationship To Other Documents: The relationship of community plans to the Goals and Policies, plan area statements and Code are as follows:

14.5.A Goals And Policies: Community plans are subject to the Goals and Policies.

14.5.B Plan Area Statements: Community plans replace the plan area statements for the areas within the community plan boundaries, but shall be required to retain certain features of the plan area statements as set forth in this chapter.
14.5.C **Code Of Ordinances:** All standards of the Code shall apply to the community plans, except that the community plan may establish standards that provide equal or superior measures to achieve environmental thresholds. Only the standards listed below may be replaced:

1. Density of Use (Chapter 21).
2. Noise (Chapter 23).
3. Driveway and Parking (Chapter 24).
4. Outdoor Advertising (Chapter 26).
6. Design (Chapter 30).

14.6 **Community Plan Process:** In consultation with local governments and the community, TRPA shall set priorities for development of community plans. Community plans shall be prepared and adopted as follows:

14.6.A **Initiation Of Process:** The process to develop a community plan may be initiated as follows:

1. Local government or TRPA, in recognition of local interest, or in accordance with a work program for the development of community plans, may initiate the planning process. The community plan may be considered in the context of a larger study area that includes other related plan areas.

2. A planning team shall be formed by the initiating entity. The team shall represent a wide range of community interests and shall include the executive director of the TRPA, or his designee, and a representative of the local government within whose jurisdiction the community plan area is located. The planning team shall appoint a planning staff.

3. The planning team shall be reviewed and, if appropriate, approved by the local government and TRPA prior to commencement of the planning process. With this approval, the local government or TRPA shall assign staff and resources to complete an initial assessment. It is intended that TRPA, local government, and the community work in partnership throughout the community planning process.

4. The initial assessment shall include a survey of existing conditions, an initial needs and opportunities study, a survey of applicable standards and constraints, and a determination of community goals and objectives. TRPA shall seek review and comment from all responsible public agencies at appropriate points in the community planning process. From this information the preliminary plan shall be developed.
14.6.B Approval Of Preliminary Plan And Work Program: Upon completion of the initial assessment, the planning team shall develop a preliminary plan and work program.

(1) The preliminary plan shall include proposed plan boundaries, estimations of additional commercial floor area and tourist accommodation unit requirements, public recreation objectives, vehicle trip reduction targets, land coverage reduction targets, and other threshold related targets, consistent with this Code, new standards to be included in the plan, the level of environmental documentation required, and other detail on the scope and scale of the proposed plan. It also shall include a theme for the community plan, such as the following:

(a) Major retail and services.
(b) Major tourist accommodation, retail, and services.
(c) Industrial, storage, and services.
(d) Local-serving retail, services and storage.
(e) Local and minor recreation area serving retail and services.
(f) Minor tourist accommodation.

(2) Appendix "A" to Chapter 14, incorporated herein by this reference, provides guidelines for mixes of uses that may be appropriate for the themes listed above.

(3) After consultation with responsible public agencies, a work program shall be included with the preliminary plan and shall indicate time schedules for individual work elements, staffing requirements, and funding sources.

(4) The preliminary plan and work plan shall be presented to the TRPA and local government.

(5) TRPA and local government shall consider the recommendations of the planning team and approve, deny, or modify the preliminary plan and work program.

(6) Based on the preliminary plan, TRPA shall make a preliminary allocation to that community plan for additional commercial floor area from the amount allocated by TRPA to that jurisdiction.

14.6.C Community Plan Preparation: Upon approval of the preliminary plan and work program, the planning team shall carry out its work as follows:

(1) Refine the goals for the community plan;
(2) Complete the assessment of environmental opportunities and limitations. This includes the establishment of baseline information about the location, amount, and condition of all threshold-related elements applicable to the community plan. This also shall include, at a minimum:

(a) Stream environment zones.
(b) Fish habitat.
(c) Coverage (hard, soft, and potential).
(d) Scenic resources.
(e) Traffic level of service.
(f) Vehicle miles travelled.
(g) Outdoor recreation facilities.
(h) Tributary and littoral water quality.
(i) Air quality.
(j) Visibility.
(k) Noise.

(3) Refine the inventory and needs assessment. This includes determining the following:

(a) The amount and land capability of vacant land.
(b) The amount, type, and condition of the inventory of commercial floor area, housing, public service facilities (including transportation facilities) and recreational facilities.
(c) The type and amount of commercial, housing, public services, and recreational facilities needed to meet the community goals, with priorities for each.
(d) A description of public works projects needed in the area to meet environmental thresholds.

(4) Identify the applicable ordinance standards, constraints, and direction from federal, state, local, and TRPA sources.

(5) Develop draft alternative plans which address the following for each alternative:

(a) Description.
(b) Planning statement.
(c) Planning considerations.
(d) Special designations.
(e) Plan boundaries.
(f) Land use element with uses and locations addressed in the following categories:
(i) Existing and new uses appropriate and compatible, to be designated allowed uses.
(ii) Existing and new uses appropriate under some circumstances or in some limited amount, to be designated special uses.
(iii) Existing uses which are inappropriate or incompatible, to be designated non-conforming.

(g) Appropriate findings, in addition to those in Chapter 18, that would be required for approving special uses.
(h) Transportation provisions including traffic circulation; routes; pedestrian and bicycle routes; and any transit modes, routes, and stops.
(i) Parking provisions.
(j) Public service provisions including snow removal and storage.
(k) Housing provisions.
(l) Recreation, open space and public access provisions.
(m) Special features or policies including setbacks and height restrictions.
(n) Special standards pursuant to Subsection 14.5.C
(o) Requirements for commercial floor area, tourist accommodation, outdoor recreation allocations, and multi-residential units.
(p) Relationship to plan area statements, including those nearby and affected by the community plan.
(q) Monitoring provisions.
(r) Implementation schedule showing how development is to be coordinated with public works projects, including transportation and water quality improvements.
(s) The manner in which the targets and requirements set forth in the preliminary plan are to be achieved (see 14.6.B(1)) including location of proposed projects.
(t) Mitigation measures.
(u) Manner in which the goals established in 14.6.C(1) are to be achieved.
(v) Other relevant provisions which may include applicable state or local planning provisions.

(6) Prepare environmental documents, with appropriate circulation for public review.
(7) Recommend preferred alternative to TRPA and local government.
14.6.D Approval Of The Community Plan: The final plan shall contain all the elements set forth in 14.6.C(5) and shall be approved as follows:

(1) Upon receipt of a recommended final plan from the planning team, the TRPA Advisory Planning Commission (APC) shall review the proposed final plan and make recommendations to the TRPA Governing Board. The APC shall obtain and consider the recommendations and comments of the local government and other responsible public agencies. The review, to the extent possible, shall be coordinated with the processes of local government.

(2) The Governing Board shall consider the proposed final plan as a Regional Plan amendment and either approve, deny or modify the community plan, based on all applicable factors, including consistency with the Goals and Policies, the Code, the attainment of the targets and requirements of 14.6.B(1) and consideration of comments of responsible public agencies. The Governing Board also shall determine the effect, if any, on other plan areas considered in the study, but not included within the community plan boundaries. (See 14.6.A(1)) The Governing Board may consider appropriate amendments to those plan areas pursuant to Chapter 13.

(3) The Governing Board shall establish the initial allocation of additional commercial floor area for the period ending December 31, 1996, pursuant to Chapter 33.

(4) The Governing Board shall allocate the appropriate amount of tourist accommodation units for the period ending December 31, 1996, pursuant to Chapter 33.

(5) The Governing Board shall allocate the appropriate outdoor recreation units, pursuant to Chapter 33.

14.6.E For smaller community plans, if TRPA finds that an alternate process to Subparagraphs 14.6.A(1), (2), and (3) would better facilitate the planning process while still meeting the objectives of this chapter, a modified process may be approved.

14.7 Maintenance And Modification Of Community Plans: Adopted community plans shall be reviewed by TRPA at five year intervals to determine conformance with approved schedules of development and adequacy of programs, standards, mitigation and monitoring. TRPA may defer approval of projects within community plans, if the review indicates approved goals, targets, and requirements are not being achieved. Community plans may be modified as a result of such reviews as deemed appropriate by TRPA to achieve environmental thresholds or to otherwise improve the community plans. The procedure for modification shall be consistent with this chapter.
APPENDIX A

MAJOR RETAIL AND SERVICES

I. RESIDENTIAL

Employee housing
Multi-family dwelling
Multi-person dwelling

Nursing and personal care
Residential care
Single family dwelling

II. TOURIST ACCOMMODATION

Bed and breakfast facilities
Hotels, motels, and other transient dwelling units

Time sharing (hotel/motel design)
Time sharing (residential design)

III. COMMERCIAL

A. Retail

Auto, mobile home and vehicle dealers
Building materials and hardware
Eating and drinking places
Food and beverage retail sales
Furniture, home furnishings and equipment

General merchandise stores
Mail order and vending
Nursery
Outdoor retail sales (S)

B. Entertainment

Amusements and recreation services

Privately owned assembly and entertainment
Outdoor amusements (S)

C. Services

Animal husbandry services (S)
Auto repair and service (S)
Broadcasting studios
Business support services
Contract construction services (S)
Financial services
Health care services plants (S)

Personal services
Professional offices
Repair services
Sales lots (S)
Schools - business and vocational
Schools - pre-schools (S)
Secondary storage
D. Light Industrial

Printing and publishing (S)

E. Wholesale/Storage

Storage yards (S)       Warehousing (S)
Vehicle and freight     Wholesale and distribution (S)
terminals (S)           
Vehicle storage and      
parking (S)

IV. PUBLIC SERVICE

A. General

Churches
Cultural facilities    Membership organizations
Day care centers (S)    Publicly owned assembly and
Government offices     entertainment (S)
Hospitals (S)           Public utility centers (S)
Local assembly and      Regional public health and
entertainment          safety facilities (S)
Local post office       Schools - college
Local public health and Social service organizations
safety facilities

B. Linear Public Facilities

Pipelines and power     Transportation routes (S)
transmission (S)        Transmission and receiving
Transit stations and    facilities
terminals (S)

V. RECREATION

A. Urban Recreation

Day use areas           Sport assembly (S)
Participant sports      
facilities              

B. Developed Outdoor Recreation

Beach recreation        Recreational vehicle parks (S)
Outdoor recreation      Visitor information center
concessions
Marinas (S)
VI. RESOURCE MANAGEMENT

F. Watershed Improvements

Erosion control
Runoff control

Stream environment zone restoration

MAJOR TOURIST ACCOMMODATION, RETAIL, AND SERVICES

I. RESIDENTIAL

Employee housing Nursing and personal care
Multi-family dwelling Residential care
Multi-person dwelling Single family dwelling

II. TOURIST ACCOMMODATION

Bed and breakfast facilities Time sharing (hotel/motel design)
Hotels, motels, and other transient units Time sharing (residential design)

III. COMMERCIAL

A. Retail

Auto, mobile home and vehicle dealers (S) General merchandise stores
Building materials and hardware (S) Mail order and vending
Eating and drinking places Nursery
Food and beverage sales Outdoor retail sales (S)
Furniture, home furnishings Service stations
and equipment

B. Entertainment

Amusements and recreation services Privately owned assembly and entertainment
Gaming - nonrestrictive Outdoor amusements (S)
(Nevada)

C. Services

Auto repair and services (S) Personal services
Broadcasting studios Professional offices
Business support services Repair services
Contract construction Sales lots (S)
services (S) Schools - business and vocational
Financial services Schools - pre-schools (S)
Health care services Secondary storage
D. Light Industrial
   Printing and publishing (S)

E. Wholesale/Storage
   Vehicle storage and storage (S)

IV. PUBLIC SERVICE

  A. General
     Churches
     Cultural facilities
     Day care centers (S)
     Government offices
     Hospitals (S)
     Local assembly and entertainment
     Local post office
     Local public health and safety facilities
     Membership organizations
     Publicly owned assembly and entertainment (S)
     Public utility centers (S)
     Regional public health and safety facilities (S)
     Schools - college
     Social service organizations

  B. Linear Public Facilities
     Pipelines and power transmission (S)
     Transit stations and terminals (S)
     Transportation routes (S)
     Transmission and receiving facilities (S)

V. RECREATION

  A. Urban Recreation
     Day use areas
     Participant sports facilities
     Sports assembly (S)

  B. Developed Outdoor Recreation
     Beach recreation
     Outdoor recreation concessions
     Marinas (S)
     Recreational vehicle parks (S)

VI. RESOURCE MANAGEMENT

  F. Watershed Improvements
     Erosion control
     Runoff control
     Stream environment zone restoration
B. Linear Public Facilities

- Pipelines and power transmissions (S)
- Transit stations and terminals (S)
- Transportation routes
- Transmission and receiving facilities (S)

VI. RESOURCE MANAGEMENT

F. Watershed Improvement

- Erosion control
- Runoff control
- Stream environment zone restoration

LOCAL SERVING RETAIL, SERVICES, AND STORAGE

I. RESIDENTIAL

- Employee housing (S)
- Multi-family dwelling (S)
- Nursing and personal care (S)
- Residential care (S)
- Single family dwelling

II. TOURIST ACCOMMODATION

- Bed and breakfast facilities
- Hotels, motels, and other transient units (S)
- Time sharing (hotel/motel design) (S)
- Time sharing (residential design) (S)

III. COMMERCIAL

A. Retail

- Building materials and hardware (S)
- Eating and drinking places
- Furniture, home furnishings and equipment (S)
- General merchandise stores
- Nursery (S)
- Outdoor retail sales (S)
- Service stations (S)

C. Services

- Auto repair and service (S)
- Professional offices (S)
- Repair shops (S)
- Schools - pre-schools
- Secondary storage
### IV. PUBLIC SERVICE

#### A. General
- Churches (S)
- Cultural facilities (S)
- Day care centers
- Government offices (S)
- Local post office
- Local public health and safety facilities (S)
- Membership organizations (S)
- Public utility centers (S)
- Schools - kindergarten through secondary (S)

#### B. Linear Public Facilities
- Pipelines and power transmission (S)
- Transit stations and terminals (S)
- Transportation routes (S)
- Transmission and receiving facilities (S)

### V. RECREATION

#### A. Urban Recreation
- Day use areas (S)
- Participant sports facilities (S)

#### B. Developed Outdoor Recreation
- Beach recreation (S)
- Outdoor recreation concessions (S)

### VI. RESOURCE MANAGEMENT

#### F. Watershed Improvements
- Erosion control
- Runoff control
- Stream environment zone restoration

**LOCAL AND MINOR RECREATION AREA SERVING RETAIL AND SERVICES COMMUNITY PLANNING AREAS**

### I. RESIDENTIAL
- Employee housing (S)
- Multi-family dwelling (S)
- Multi-person dwelling (S)
- Nursing and personal care (S)
- Residential care (S)
- Single family dwelling
INDUSTRIAL, STORAGE, AND SERVICES

III. COMMERCIAL

A. Retail

Auto, mobile home and vehicle dealers
Building materials and hardware
Eating and drinking places
Food and beverage retail sales
Furniture, home furnishings and equipment

General merchandise stores
Mail order and vending
Nursery
Outdoor retail sales (S)
Service stations

C. Services

Animal husbandry services
Auto repair and service
Broadcasting studios
Business support services
Contract construction services
Financial services
Laundries and dry cleaning plants

Personal services
Professional offices
Repair services
Sales lots (S)
Schools - business and vocational
Secondary storage

D. Light Industrial

Batch plants (S)
Food and kindred products
Fuel and ice dealers
Industrial services

Printing and publishing
Recycling and scrap (S)
Small scale manufacturing

E. Wholesale/Storage

Storage yards
Vehicle and freight terminals
Vehicle storage and parking

Warehousing
Wholesale and distribution

IV. PUBLIC SERVICE

A. General

Collection stations (S)
Government offices
Local post office
Local public health and safety facilities

Public utility centers
Regional public health and safety facilities
II. TOURIST ACCOMMODATION

Bed and breakfast facilities
Hotels, motels, and other transient units (S)

Time sharing (hotel/motel design) (S)
Time sharing (residential design) (S)

III. COMMERCIAL

A. Retail

Building materials and hardware (S)
Eating and drinking places
Food and beverage retail sales
Furniture, home furnishings and equipment (S)

General merchandise stores
Nursery (S)
Outdoor retail sales (S)
Service stations (S)

B. Entertainment

Amusements and recreation services (S)
Privately owned assembly and entertainment (S)

Outdoor amusements (S)

C. Services

Auto repair and service (S)
Personal services (S)
Professional offices (S)

Repair shops (S)
Schools – pre-schools
Secondary storage

IV. PUBLIC SERVICE

A. General

Churches (S)
Cultural facilities (S)
Day care centers
Government offices (S)
Local post office

Local public health and safety facilities (S)
Membership organizations (S)
Public utility centers (S)
Schools – kindergarten through secondary (S)

B. Linear Public Facilities

Pipelines and power transmission (S)
Transit stations and terminals (S)

Transportation routes (S)
Transmission and receiving facilities (S)
V. RECREATION
   A. Urban Recreation
      Day use areas (S)  Participant sports facilities (S)
   B. Developed Outdoor Recreation
      Beach recreation (S)  Outdoor recreation concessions (S)

VI. RESOURCE MANAGEMENT
   F. Watershed Improvements
      Erosion control  Stream environment zone restoration
      Runoff control

MINOR TOURIST ACCOMMODATION

I. RESIDENTIAL
   Employee housing
      Multi-family dwelling  Nursing and personal care
      Multi-person dwelling  Residential care
                     Single family dwelling

II. TOURIST ACCOMMODATION
   Bed and breakfast facilities  Time sharing (hotel/motel
data design)
   Hotels, motels, and other transient units  Time sharing (residential
data design)

III. COMMERCIAL
   A. Retail
      Eating and drinking places  Service stations (S)
      Food and beverage retail sales
   B. Entertainment
      Amusements and recreation services  Outdoor amusements (S)
      Privately owned assembly and entertainment (S)
   C. Services
      Broadcasting studios  Schools - business and vocational
      Personal services  Secondary storage
      Professional offices (S)
IV. PUBLIC SERVICE

A. General

Churches
Cultural facilities
Day care centers (S)
Government offices (S)
Local post office
Local public health and safety facilities

Membership organizations
Public utility centers
Regional public health and safety facilities (S)
Schools - college (S)
Social services organizations

B. Linear Public Facilities

Pipelines and power transmission (S)
Transit stations and terminals (S)

Transportation routes (S)
Transmission and receiving facilities (S)

V. RECREATION

A. Urban Recreation

Day use areas (S)

Participant sports facilities (S)

B. Developed Outdoor Recreation

Beach recreation (S)

Outdoor recreation concessions (S)

VI. RESOURCE MANAGEMENT

F. Watershed Improvements

Erosion control
Runoff control

Stream environment zone restoration
Date: May 5, 1987

To: APC Members
From: The Staff
Subject: Status Report by Recreation Committee on Review of Recreation Element

The Recreation Committee and interested members of the public have been meeting regularly since January to review the recreation element, with particular emphasis on the equitable allocation of recreation capacity, for both public and private recreation providers.

The Recreation Committee would like to report the status of the review and sense of the committee on the distribution of recreation capacity and the use of the PACOTs and other means of reserving recreational capacity.

The Recreation Committee members would like some feedback from the APC before proceeding further with their review.
The agenda was modified and approved as follows:

I. Break into 2 work groups to discuss the following, with a recorder/reporter for each group;
   
   A. What resources PAOTs represent
      Definition of PAOTs
      PAOT factor - how determined?
      Alternative measures of capacity
   
   B. Definition of Urban recreation
      Inter-relationship of public, quasi-public, and private facilities
   
   C. What issues should be subject to PAOTs
      Local vs. regional facilities
      Existing facilities/expansion of use relationship

II. Report back from each work group for discussion

III. Set next meeting for May 12, 1987 at 9:30 a.m.

DISCUSSION BY GROUP 1, reported by Jon Hoefer

PAOT capacity in the Goals and Policies should apply only for recreation projects for State and Federal lands.

Urban recreation, being improvements and opportunities primarily aimed at providing for the community, should not have numbers associated with it, which might limit such recreation, but should be based on local need. Such projects should be required to meet review criteria similar to those which a commercial project is subject to.

Regarding the five year Recreation Plan, ordinances should be developed in such a way that the review, development, etc. would be the basis for judging whether the needs are being met for the local area. This should be an open forum process to determine community needs, and not a limiting factor.

This group also thinks an outside consultant or one or two full time recreation staff members at TRPA are needed to conduct a study to determine the basin-wide recreation needs for the next five years. Once a demand list is determined, a project should not be individually reviewed for its ability to meet a need, but should only be subject to the environmental review.

These ideas were generated from the following comments and concerns;

- PAOTs, meant to be a reservation system for recreation seem to be becoming a cap.
- The amount of recreation facilities is an important factor in the quality of life.

- PAOTs were generating an unnecessary competition both between urban and remote recreation, and between Federal and State recreation.

- USFS has acquired a lot of land which the public may want for alternative uses. Making such uses subject to PAOTs creates greater conflict since the USFS has not reserved PAOTs for such cases.

DISCUSSION BY GROUP 2, reported by Kieth Thurlkill & Mark Kimbrough

The group addressed the following;

Need to establish capacity
Define outdoor recreation
PAOTs - a design capacity for the Forest Service and State, but how to accommodate private?

I. What resources do PAOTs represent?

<table>
<thead>
<tr>
<th>VMTs</th>
<th>Coverage</th>
<th>Visual Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEZ</td>
<td>Shorezone</td>
<td>Sewer</td>
</tr>
</tbody>
</table>

II. A study is needed for determining recreation needs. Study needs to prioritize needs

FACT is a concept to reserve the ability for public entities to develop recreation facilities. A way to reserve water and sewer for public facilities via a cohesive recreation plan is also needed.

Recreation is a high priority in the Goals and Policies, but is really hit and miss right now. We need to use studies right now that use the present recreation facilities as the baseline and determine the future trends.

The Basin needs better coordination of its land acquisition program.

The Committee should recommend to APC that a comprehensive Basin wide recreation plan be developed (aside from the five year plan). The Agency should have a completed plan by 12/88.

REGROUP DISCUSSION

The question was raised of how commercial recreational facilities should be defined since there is a gray area between some types of recreational and other commercial projects.

It also needs to be determined which projects are subject to the five year recreation plan.
FAQTs will not work easily for privately developed recreation. Is a number necessary for allocating private recreation development? Can not such development be accommodated in the Community Planning process and through other measures which exist such as coverage, commercial square footage, and trip generation?

The Agency needs to inventory recreation land to identify the best uses and develop a good recreation plan. The process at present is just applying a band-aid to a high priority item. An interagency recreation group working with one or two full time TRPA recreation planners is needed to develop a good recreation plan.

A needs assessment done through inventory analysis to allocate the 25% recreation capacity the Plan calls for is needed. Urban planners should be called upon to help with the community inventory.

Given the importance of recreation in the Basin (as identified in the Goals and Policies) the TRPA staff should spend just as much time on recreation planning as air quality or transportation planning. TRPA needs a full time, qualified recreation planner.

NEXT MEETING - MAY 12

First week in May, Jean Shaffer will try to coordinate a meeting with Jon Hoefer, Bill Morgan, and Dave Ziegler to discuss what has happened thus far, and to determine if some of the decisions the committee has come up with are politically acceptable.
MEMORANDUM

To: APC Members

From: Agency Staff

Subject: Discussion on Regional Transportation Plan Update

May 5, 1987

At the April APC meeting, the staff reported on the status of the Regional Transportation Plan (RTP) update. Staff stated that the RTP was in administrative draft form and required additional internal staff comments. On April 29, the staff distributed the administrative draft RTP and accompanying EIS to the APC based upon requests at the April APC meeting. The documents are still in administrative draft form and require additional comments from Agency staff.

TRPA staff is prepared to discuss the documents and requests comments from the APC at the May APC meeting.

If you have any questions, contact Jim Brennan or Leif Anderson at (702) 588-3296.

JB:rjo
MEMORANDUM

May 5, 1987

To:        APC
From:      Staff

Subject: Waterborne Feasibility Study Status Report

The TRPA has selected the firm of JHK & Associates to prepare the Waterborne Transportation Feasibility Study. The Study will identify both opportunities and constraints to the implementation of a waterborne system connecting the north and south shore transit systems. The Study will also identify the economic feasibility of such a system.

The Study is being prepared in fulfillment of the TRPA's overall work program. The Study is being funded from a variety of Urban Mass Transit Administration, State, and TRPA sources. Approximately $20,000 has been set aside to fund the study.

In the packet is the first progress report on the study. At the May APC meeting, TRPA staff and JHK & Associates will be asking the commission for comments.

If there are any questions from the commissioners, contact Leif Anderson or Curtis Jordan at (702) 588-3296.

CJ:rjo

AGENDA ITEM V F.
Mr. Curtis Jordan  
Tahoe Regional Planning Agency  
P.O. Box 1038  
Zephyr Cove, NV 89448-1038  

Re: Waterborne Transportation Study  

Dear Mr. Jordan:  

This letter provides the first progress report for the above mentioned study. JHK & Associates, along with Winzler & Kelly have completed much of the first three inventory tasks. Preliminary data are provided in the attachments. As we discussed on the phone, some of the data are not yet complete due to the earliness of the season. Several marinas and boat services do not start operation until mid or late May. A complete inventory will be included in the draft project report.  

The inventory tasks indicate that there are quite a few marinas on Lake Tahoe. The shoreside services appear adequate if sufficient demand is available. There are six larger vessels operating on the lake at the present time. Two additional vessels are either under construction or undergoing refitting or updating.  

Our current tasks include the estimation of potential for the waterborne transportation service. JHK is using the output from the TRPA's regional model to predict ridership for the various route and service alternatives. Potential demand is based upon the home-based trips of the area's residents and the recreational trips of visitors.  

Our next task will involve the evaluation of the various service alternatives for the estimated level of passenger demand. The outcome of this study will be a recommendation on the feasibility of a waterborne transportation system on Lake Tahoe.  

Overall, JHK believes that the project is on-time and progressing according to our planned schedule. Please feel free to contact our office if you have any questions about this progress report or the overall study process.  

Sincerely yours,  

JHK & ASSOCIATES  

H. Allen Swanson  
Regional Manager  

HAS:lm  
Attachments  

cc: D. Szplett
TAHOE WATERBORNE TRANSPORTATION FEASIBILITY STUDY
PROGRESS REPORT

May 1, 1987
1. INTRODUCTION

This project is designed to complete one of the major goals of the Tahoe Regional Planning Agency: To Provide a Waterborne Transportation System as an Alternative Travel Mode in the Tahoe Basin. The number of residents and visitors to the Tahoe Basin continues to expand as more and more people learn about the unique character of the region. Traffic congestion and travel delays continue as the number of vehicles increases within the limited carrying capacity of the roadway system. This decrease in the quality of traffic operations diminishes the vacation experience for many of the basin's visitors and limits the mobility of the area's residents. It is important to encourage travelers to leave their cars and minimize the impacts in the Lake Tahoe area. Improved traffic operations can only be attained by expanding the roadway network, limiting the regions' growth, or providing alternative travel modes.

The construction of additional roadway facilities will improve traffic flow by increasing the overall capacity of the roadway system. The provision of new roadways will come at the cost of additional sight and noise impacts near the new roadways plus the loss of additional land area within the Tahoe Basin. New roadways will also require a major capital investment in the region.

Control on the amount of growth in the region will serve to limit regional travel within the capacity of the existing roadway network. Limitations on growth could minimize travel within the region but may cause adverse economic or social impacts. Limitations on growth may restrict or stop new developments. These limitations may also constrain use of the existing economic and tourist-oriented developments near Lake Tahoe.

The provision of an alternative travel mode would help to accommodate the increased travel demand with a more efficient mode rather than increase the carrying capacity of the existing roadway network. This strategy appears to be one way to accommodate the increasing travel demands without many of the undesirable impacts of some other developmental alternatives. The partial success of past waterborne transportation operations has demonstrated the need for water
transportation, the efficiency in reducing basin wide VMT, and the public's acceptance of this travel reduction strategy.

The Tahoe Regional Planning Agency (TRPA), as the designated planning organization of the Tahoe Basin, is responsible for planning the transportation systems. The current study examines the applicability of water transportation in the overall regional transportation planning program. Waterborne transportation is viewed as a travel mode that can both accommodate an increased number of travellers and expand the tourist's vacation experience in the region. The current study will both inventory the existing waterborne transportation facilities in the Lake Tahoe Region and examine the current technology available for waterborne transportation. A demand estimation task will quantify the need for an expanded system on Lake Tahoe and serve in the evaluation of possible alternatives. The overall goal of the project is to evaluate the feasibility and impact of waterborne transportation on Lake Tahoe. The results of the present study will be used by the TRPA in its overall transportation planning program as well as the examination of individual projects within the region.

The project study area includes the Lake Tahoe region of the California/Nevada border (Figure 1). The region covers an area of approximately five hundred square miles, forty percent of which is represented by the waters of Lake Tahoe. Two-thirds of the region is within California. The remaining one-third is in Nevada. The economy of the region is based upon tourism. Winter skiing, summer water sports, and year around gambling at the Nevada casinos are the main attractions. The region has a permanent population of approximately residents. The influx of tourists is estimated to increase the part-time population to over . The City of South Lake Tahoe is the major urban center of the basin. Smaller residential developments are located at Incline Village, Kings Beach, Lake Forest, and Tahoe city.

Inter-regional travel is dominated by auto and bus travel. Air service to South Lake Tahoe continues to expand. Rail service is available in Truckee, approximately fifteen miles north of Tahoe City. The automobile is the main travel mode for intra-regional trips. Public transit service is available along both the South Shore (Tahoe Stage) and the North Shore (Tahoe Area Rapid Transit) regions. Several of
the larger casinos operate free shuttle buses to accommodate their patrons. A large number of tour buses also operate in the region.

Three highways serve the basin's travelers (Figure 2). U.S. Highway 50 connects the California Central Valley to South Lake Tahoe. Hwy 50 follows a portion of the southeast shore of the lake before heading eastward to Carson City, Nevada. California Highway 89 extends from eastern California to South Lake Tahoe, follows along the southwest shore of Lake Tahoe, and continues northwest along the Truckee River Valley. Nevada Highway 28 borders the eastern and northern section of Lake Tahoe in the Nevada portion of the Basin. The roadway changes to California Highway 28 as it enters California, following the northern coast of the lakeshore. Highways 28 and 267 connect the lake basin to the Interstate 80 corridor to the north. With the exception of Highway 50, all of the highways in the Tahoe Basin are two lane conventional roadways.

Following this introductory chapter is the text of the project report. The first three chapters provide an inventory of the existing waterborne transportation services, an inventory of existing shoreside facilities, and an inventory of the existing technology in waterborne transportation. The final chapters present an estimation of the potential passenger demand for waterborne transportation and an evaluation of the feasibility of waterborne transportation for the Lake Tahoe Basin.
2. EXISTING WATERBORNE SERVICES

The purpose of this second chapter is to develop an inventory of existing commercial waterborne transportation service in the Lake Tahoe region. This chapter illustrates the current transportation providers, identifies their location, and outlines the type of service they provide. Both the general excursion services and the more specialized point-to-point operators are listed. A brief discussion of the operations is presented below. Appendix A includes a comprehensive listing of the service and its operations.

Overall there are six major waterborne transportation operators on Lake Tahoe. Vessels range in size from the 500 passenger Tahoe Queen stern wheeled paddle boat to the thirty passenger sailing trimaran Woodwind. Several small marina also rent smaller boats. A brief discussion of the existing vehicle is presented below. Tabular data are provided in Appendix B.

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Type</th>
<th>Port</th>
<th>Capacity</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tahoe Queen</td>
<td>power</td>
<td>South Lake Tahoe</td>
<td>500</td>
<td>excursion, winter shuttle, charter</td>
</tr>
<tr>
<td>MS Dixie</td>
<td>power</td>
<td>Zephyr Cove</td>
<td>360</td>
<td>excursion charter</td>
</tr>
<tr>
<td>Woodwind</td>
<td>sail</td>
<td>Zephyr Cove</td>
<td>30</td>
<td>excursion charter</td>
</tr>
<tr>
<td>Sunrunner</td>
<td>power</td>
<td>Tahoe City</td>
<td>65</td>
<td>excursion charter</td>
</tr>
<tr>
<td>Spirit of Tahoe Keys</td>
<td>power</td>
<td>South Lake Tahoe</td>
<td>65</td>
<td>excursion charter</td>
</tr>
<tr>
<td>Miss Tahoe</td>
<td>power</td>
<td>South Lake Tahoe</td>
<td>149</td>
<td>excursion charter</td>
</tr>
</tbody>
</table>

The available inventory can accommodate nearly 1,200 passengers. Each of the vessels operates both a charter and excursion services. The Tahoe Queen is the only vessel which provides point-to-point service with its wintertime ski shuttle.
The Spirit of Tahoe Keys provides a Gamblers Special service, carrying passengers from the South Shore to the Hyatt resort complex in Incline Village. All vessels are available for charter, although the summer schedules may restrict their availability. Summer is the peak demand period and only a few vessels operate in the period from late October to May.

Two other vessels may also be available for waterborne transportation service. Mr. Willie Williams is constructing a _____________. The vessels, Love Boat II, is being refitted and may soon enter daily service.
3. EXISTING SHORESIDE FACILITIES

The purpose of this third chapter is to develop an inventory of existing shoreside transportation services in the Lake Tahoe region. This chapter illustrates the existing private and public marina and other harbor facilities on Lake Tahoe. A brief discussion of the operations is presented below. Appendix B includes a comprehensive listing of these facilities.

Overall there are approximately 22 marinas and harbor facilities on Lake Tahoe. They range in size from the large scale developments such as Tahoe Keys with piers, slips, and mooring buoys to the simpler boat ramps at Cave Rock. There are additional private piers and beaches located in many areas of the lake as well.

The attached exhibit (Exhibit 1) illustrates the location of the major marinas on Lake Tahoe. The major activity centers are located along the southshore of the lake and many of the marinas are located in this region. Other important marinas are located Tahoe City, Kings Beach and Homewood. Appendix B provides a detailed list of the shoreside services in the Lake Tahoe study area.
Exhibit 1
Major Marina Facilities

1. Ski Run
2. Timber Cove
3. Tahoe Keys
4. TKPOA
5. Camp Richardson
6. Homewood
7. Sunnyvale
8. Tahoe Boat Works
9. Incline Village
10. Hyatt Tahoe
11. Sand Harbor
12. Zephyr Cove
13. Cave Rock
14. Logan Shoals
15. Coon Street
16. Tahoe Vista
17. Carnelian Boat Co
18. Obexer's
19. Meek's Bay
20. Lakeside
21. Eldorado Beach
22. Burnt Cedar
APPENDIX A

Waterborne Transportation Services
Inventory of Waterborne Services

Name                           Tahoe Queen
Home Port                      Ski Run Marina
                                South Lake Tahoe
Vessel Type                    welded steel, power
Service Type                   private
Propulsion                     diesel
                                hydraulically powered wooden paddlewheel
Dimensions
length                       127 ft
beam                          33 ft
draft                         3.5 ft
displacement                  91 gross tons
Mooring Type                   spuds
                                24 ft gangplank
Service Area
1. excursion to Emerald Bay
2. extended excursion for dinner cruise
3. winter ski shuttle to Tahoe City
4. charter cruises available
Passenger Capacity            500 maximum
In Service Since               1983
Comments                      may not be available for fixed route service

Key Contact
Name                           Ms Suzanne Nielsen
Title                          Manager, Lake Tahoe Cruises
Address                        P.O. Box 14327
                                South Lake Tahoe, CA 95702
Phone                          (916) 541-3364
Inventory of Waterborne Services

<table>
<thead>
<tr>
<th>Name</th>
<th>MS Dixie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Port</td>
<td>Zephyr Cove Pier</td>
</tr>
<tr>
<td></td>
<td>Zephyr Cove, Nevada</td>
</tr>
<tr>
<td>Vessel Type</td>
<td>welded steel, power</td>
</tr>
<tr>
<td>Service Type</td>
<td>private</td>
</tr>
<tr>
<td>Propulsion</td>
<td>diesel</td>
</tr>
<tr>
<td></td>
<td>twin screws, paddlewheels</td>
</tr>
<tr>
<td>Dimensions</td>
<td></td>
</tr>
<tr>
<td>length</td>
<td></td>
</tr>
<tr>
<td>beam</td>
<td></td>
</tr>
<tr>
<td>draft</td>
<td></td>
</tr>
<tr>
<td>displacement</td>
<td></td>
</tr>
<tr>
<td>Mooring Type</td>
<td>spuds</td>
</tr>
<tr>
<td>Service Area</td>
<td>1. scheduled excursion</td>
</tr>
<tr>
<td></td>
<td>2. dinner cruises</td>
</tr>
<tr>
<td></td>
<td>3. charter</td>
</tr>
<tr>
<td>Passenger Capacity</td>
<td>360</td>
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<tr>
<td>In Service Since</td>
<td>1961</td>
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<tr>
<td>Comments</td>
<td>largest vessel on Lake Tahoe</td>
</tr>
<tr>
<td></td>
<td>average speed is low</td>
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Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Bob Kimball</th>
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</thead>
<tbody>
<tr>
<td>Title</td>
<td>Zephyr Cove Lodge</td>
</tr>
<tr>
<td>Address</td>
<td>P.O. Box 1667, Zephyr Cove, NV 89448</td>
</tr>
<tr>
<td>Phone</td>
<td>(702) 588-5678</td>
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</table>
Inventory of Waterborne Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Woodwind</th>
</tr>
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<tbody>
<tr>
<td>Home Port</td>
<td>Zephyr Cove Pier</td>
</tr>
<tr>
<td>Vessel Type</td>
<td>fiberglass sail, trimaran</td>
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<td>Service Type</td>
<td>private</td>
</tr>
<tr>
<td>Propulsion</td>
<td>sail, gasoline inboard</td>
</tr>
<tr>
<td>Dimensions</td>
<td></td>
</tr>
<tr>
<td>length</td>
<td>41 ft</td>
</tr>
<tr>
<td>beam</td>
<td>24 ft</td>
</tr>
<tr>
<td>draft</td>
<td></td>
</tr>
<tr>
<td>displacement</td>
<td></td>
</tr>
<tr>
<td>Mooring Type</td>
<td></td>
</tr>
<tr>
<td>Service Area</td>
<td>excursions</td>
</tr>
<tr>
<td></td>
<td>champaign cruise</td>
</tr>
<tr>
<td></td>
<td>charter</td>
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<td>Passenger Capacity</td>
<td>30</td>
</tr>
<tr>
<td>In Service Since</td>
<td>1974</td>
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<tr>
<td>Comments</td>
<td>limited capacity</td>
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<tr>
<td></td>
<td>high speed</td>
</tr>
<tr>
<td></td>
<td>shallow draft</td>
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</tbody>
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Key Contact

Name: Woodwind Sailing Cruises
Title: P.O. Box 1375
Address: Zephyr Cove, NV 89448
Phone: (702) 558-3000
Inventory of Waterborne Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Sunrunner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Port</td>
<td>Tahoe Boat Company and Marina</td>
</tr>
<tr>
<td></td>
<td>Tahoe City</td>
</tr>
<tr>
<td>Vessel Type</td>
<td>twin pontoon</td>
</tr>
<tr>
<td>Service Type</td>
<td>private</td>
</tr>
<tr>
<td>Propulsion</td>
<td>twin gasoline outdrives</td>
</tr>
<tr>
<td>Dimensions</td>
<td></td>
</tr>
<tr>
<td>length</td>
<td></td>
</tr>
<tr>
<td>beam</td>
<td></td>
</tr>
<tr>
<td>draft</td>
<td></td>
</tr>
<tr>
<td>displacement</td>
<td></td>
</tr>
<tr>
<td>Mooring Type</td>
<td>anchor</td>
</tr>
<tr>
<td>Service Area</td>
<td>excursion</td>
</tr>
<tr>
<td></td>
<td>special dinner and breakfast cruises</td>
</tr>
<tr>
<td></td>
<td>charter</td>
</tr>
<tr>
<td>Passenger Capacity</td>
<td></td>
</tr>
<tr>
<td>In Service Since</td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td>available during the winter months</td>
</tr>
</tbody>
</table>

Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Merle Lawrence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>North Tahoe Cruises</td>
</tr>
<tr>
<td>Address</td>
<td>P.O. Box 7913</td>
</tr>
<tr>
<td></td>
<td>Tahoe City, CA 95730</td>
</tr>
<tr>
<td>Phone</td>
<td>(916) 583-0141</td>
</tr>
</tbody>
</table>
Inventory of Waterborne Services

Name                  Spirit of Tahoe Keys
Home Port             Tahoe Keys Marina
Vessel Type           steel hull
Service Type          private
Propulsion            inboard diesel

Dimensions
  length
  beam
  draft
  displacement

Mooring Type          anchor

Service Area          gamblers special excursion, Hyatt Lake Tahoe charter

Passenger Capacity

In Service Since

Comments               available for charter or excursion

Key Contact
  Name                  Pete Carreau
  Title                 Tahoe Keys Marina
  Address               
  Phone                 (916) 541-5053
Inventory of Waterborne Services

Name: Miss Tahoe
Home Port: Lakeside Marina
Vessel Type: twin pontoon
Service Type: private
Propulsion: twin gasoline outdrives

Dimensions:
- length
- beam
- draft
- displacement

Mooring Type: anchor
Service Area: excursion
charter

Passenger Capacity: 149
In Service Since:

Comments: available for excursion of charter
shallow draft

Key Contact:
Name: Ms Suzanne Nielsen
Title: Manager, Lake Tahoe Cruises
Address: P.O. Box 14327
South Lake Tahoe, CA 95702
Phone: (916) 541-3364
Inventory of Waterborne Services

Name
Home Port

Vessel Type
Service Type

Propulsion

Dimensions
  length
  beam
  draft
  displacement

Mooring Type

Service Area

Passenger Capacity

In Service Since

Comments     see Lake Tahoe Cruises

Key Contact
  Name
  Title
  Address
  Phone

Great Lake Tahoe Ferry Boat Company
3411 Hwy 50
South Lake Tahoe, CA
(916) 541-4911
APPENDIX B

Shoreside Transportation Facilities
# Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Zephyr Cove Marina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Zephyr Cove</td>
</tr>
<tr>
<td>Draft</td>
<td></td>
</tr>
<tr>
<td>Moorage Type</td>
<td></td>
</tr>
<tr>
<td>Operating Season</td>
<td>Memorial Day through September</td>
</tr>
<tr>
<td>Operating Hours</td>
<td>8AM TO 6PM</td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>pier, bouys</td>
</tr>
<tr>
<td>Operation</td>
<td>private</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot Size</td>
<td>150+</td>
</tr>
<tr>
<td>Paved</td>
<td></td>
</tr>
<tr>
<td>Unpaved</td>
<td></td>
</tr>
<tr>
<td>Adjoining</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>150+, shared with resort</td>
</tr>
<tr>
<td>Transit service</td>
<td>none</td>
</tr>
<tr>
<td>Activity centers</td>
<td>part of resort</td>
</tr>
<tr>
<td></td>
<td>four miles north of casinos</td>
</tr>
<tr>
<td>Comments</td>
<td>home port of MS Dixie</td>
</tr>
<tr>
<td></td>
<td>adequate parking</td>
</tr>
<tr>
<td></td>
<td>relative easy access</td>
</tr>
</tbody>
</table>

## Major Impacts

## Key Contact

<table>
<thead>
<tr>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Phone</td>
</tr>
</tbody>
</table>
## Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Boat House of Lake Tahoe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Tahoe City</td>
</tr>
<tr>
<td>draft</td>
<td>8 ft at end of pier</td>
</tr>
<tr>
<td>moorage type</td>
<td>pier, slips</td>
</tr>
<tr>
<td>Operating Season</td>
<td>open all year</td>
</tr>
<tr>
<td>Operating Hours</td>
<td></td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>165' pier</td>
</tr>
<tr>
<td></td>
<td>157 slips</td>
</tr>
<tr>
<td>Operation</td>
<td>private</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>paved</td>
<td></td>
</tr>
<tr>
<td>unpaved</td>
<td>adjacent to shopping mall</td>
</tr>
<tr>
<td>adjoining</td>
<td>extensive but occupied</td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Transit service</td>
<td>yes</td>
</tr>
<tr>
<td>Activity centers</td>
<td>adjacent to mall, shops, offices and other local activities major activity center on North Shore</td>
</tr>
<tr>
<td>Comments</td>
<td>excellent location</td>
</tr>
<tr>
<td></td>
<td>lots of activity</td>
</tr>
<tr>
<td></td>
<td>very crowded in summer</td>
</tr>
<tr>
<td></td>
<td>used for Ski Shuttle by Tahoe Queen</td>
</tr>
<tr>
<td>Major Impacts</td>
<td>increased traffic congestion</td>
</tr>
</tbody>
</table>

### Key Contact
- **Name**
- **Title**
- **Address**
- **Phone** (916) 546-7252
Inventory of Shoreside Services

Name: Sunnyside Resort Marina
Location: Sunnyside
Draft: Pier, slips, offshore buoys
Dock: Pier
Moorage Type: 20 slips
Operating Season: April 30 through September
Operating Hours: 9AM TO 1AM
Mooring Spaces: Pier
Operation: Private
Channel depth: N/A
Parking lot size: Total
Paved: Adjacent to resort
Unpaved: 34, very limited
Adjoining: Yes
Transit service: 30 min headway
Activity centers: Adjacent to resort
Restaurants: Other marina activities
Other: None
Comments: Very crowded in summer
Minimal winter demand

Major Impacts

Key Contact
Name
Title
Address
Phone (916) 583-4226
Inventory of Shoreside Services

Name
Homewood High and Dry Marina

Location
Homewood

draft
16' at end of pier

moorage type
pier, offshore bouys, launch ramp

Operating Season
May 1 through September

Operating Hours
7AM TO 6PM

Mooring spaces
130' pier

Operation
private

Channel depth
N/A

Parking lot size
shared with resort lodge

paved
430 at ski hill

unpaved

adjoining
total

Transit service
yes

60 min headway

Activity centers
adjacent to ski hill and resort

community center
winter demand is dominant

Comments
ski slope is major generator
parking not available in winter

Major Impacts
bouy field offshore

Key Contact
Name

Title

Address

Phone
(916) 525-5966
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Camp Richardson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>South Lake Tahoe</td>
</tr>
<tr>
<td>draft</td>
<td>12' at end of pier</td>
</tr>
<tr>
<td>moorage type</td>
<td>pier, offshore bouys, full marina</td>
</tr>
<tr>
<td>Operating Season</td>
<td>Opens May 15</td>
</tr>
<tr>
<td>Operating Hours</td>
<td>until 6PM</td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>260' pier</td>
</tr>
<tr>
<td></td>
<td>additional Forest Service piers</td>
</tr>
<tr>
<td>Operation</td>
<td>private (leased public land)</td>
</tr>
<tr>
<td>Channel depth</td>
<td>N/A</td>
</tr>
<tr>
<td>Parking lot size</td>
<td>part of resort and marina complex</td>
</tr>
<tr>
<td>paved</td>
<td>limited</td>
</tr>
<tr>
<td>unpaved</td>
<td></td>
</tr>
<tr>
<td>adjoining</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Transit service</td>
<td>none</td>
</tr>
<tr>
<td>Activity centers</td>
<td>part of marina and resort complex</td>
</tr>
<tr>
<td></td>
<td>some convention activity</td>
</tr>
<tr>
<td>Comments</td>
<td>excellent marina facilities</td>
</tr>
<tr>
<td></td>
<td>low trip generation</td>
</tr>
<tr>
<td>Major Impacts</td>
<td>manoeuvring in buoy field</td>
</tr>
<tr>
<td></td>
<td>noise to adjacent area</td>
</tr>
</tbody>
</table>

Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td>(916) 541-1801</td>
</tr>
<tr>
<td>Address</td>
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</tr>
</tbody>
</table>
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Tahoe Keys Marina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>South Lake Tahoe</td>
</tr>
<tr>
<td>draft</td>
<td>8' at end of pier, dredged marina</td>
</tr>
<tr>
<td>moorage type</td>
<td>pier, boat launch, full marina</td>
</tr>
<tr>
<td>Operating Season</td>
<td>all year</td>
</tr>
<tr>
<td>Operating Hours</td>
<td>8AM TO 7PM</td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>280 berths, dock space</td>
</tr>
<tr>
<td>Operation</td>
<td>private with security service</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>paved</td>
<td></td>
</tr>
<tr>
<td>unpaved</td>
<td></td>
</tr>
<tr>
<td>adjoining</td>
<td>part of resort and marina complex</td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Transit service</td>
<td>on Highway 50</td>
</tr>
<tr>
<td>Activity centers</td>
<td>part of marina and resort complex</td>
</tr>
<tr>
<td></td>
<td>some convention activity</td>
</tr>
<tr>
<td>Comments</td>
<td>excellent marina facilities</td>
</tr>
<tr>
<td></td>
<td>low trip generation</td>
</tr>
<tr>
<td></td>
<td>poor access in bad weather</td>
</tr>
<tr>
<td></td>
<td>has been used by the Tahoe Queen</td>
</tr>
<tr>
<td>Major Impacts</td>
<td>noise to adjacent areas</td>
</tr>
<tr>
<td></td>
<td>conflict with other marina users</td>
</tr>
<tr>
<td>Key Contact</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td></td>
</tr>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td>(916) 541-2155</td>
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</table>
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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<tbody>
<tr>
<td>Name</td>
<td>Timber Cove Marina</td>
</tr>
<tr>
<td>Location</td>
<td>South Lake Tahoe</td>
</tr>
<tr>
<td>draft</td>
<td>16' at end of pier during high water</td>
</tr>
<tr>
<td>moorage type</td>
<td>pier only</td>
</tr>
<tr>
<td>Operating Season</td>
<td></td>
</tr>
<tr>
<td>Operating Hours</td>
<td></td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>1,100 ft wooden pier</td>
</tr>
<tr>
<td></td>
<td>offshore buoys</td>
</tr>
<tr>
<td>Operation</td>
<td>private</td>
</tr>
<tr>
<td>Channel depth</td>
<td>5' minimum</td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>paved</td>
<td>35 at marina</td>
</tr>
<tr>
<td>unpaved</td>
<td>240 in motel lot</td>
</tr>
<tr>
<td>adjoining</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td>35 to 240</td>
</tr>
<tr>
<td>Transit service</td>
<td>yes, 15 minute headways along Hwy 50</td>
</tr>
<tr>
<td>Activity centers</td>
<td>part of marina and resort complex</td>
</tr>
<tr>
<td></td>
<td>some convention activity in South Lake Tahoe</td>
</tr>
<tr>
<td>Comments</td>
<td>excellent docking facilities</td>
</tr>
<tr>
<td></td>
<td>trip generation based on resort</td>
</tr>
<tr>
<td></td>
<td>once home port of a hydrofoil ship</td>
</tr>
<tr>
<td></td>
<td>very limited public parking</td>
</tr>
<tr>
<td>Major Impacts</td>
<td>noise to adjacent developments</td>
</tr>
</tbody>
</table>

Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>(916) 544-2942</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
</tbody>
</table>

Phone (916) 544-2942
## Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Ski Run Marina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>South Lake Tahoe</td>
</tr>
<tr>
<td>draft</td>
<td>4' at end of pier, dredged</td>
</tr>
<tr>
<td>moorage type</td>
<td>pier, boat launch, full marina</td>
</tr>
<tr>
<td>Operating Season</td>
<td>summer</td>
</tr>
<tr>
<td>Operating Hours</td>
<td>8AM TO 8PM</td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>18 berths, pier space bouys</td>
</tr>
<tr>
<td>Operation</td>
<td>private</td>
</tr>
<tr>
<td>Channel depth</td>
<td>4' minimum, dredged</td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>paved</td>
<td>153</td>
</tr>
<tr>
<td>unpaved</td>
<td>17</td>
</tr>
<tr>
<td>adjoining</td>
<td>adjacent motel, on-street</td>
</tr>
<tr>
<td>total</td>
<td>170</td>
</tr>
<tr>
<td>Transit service</td>
<td>yes, 15 minute headways</td>
</tr>
<tr>
<td>Activity centers</td>
<td>part of marina and resort complex located in South Lake Tahoe</td>
</tr>
<tr>
<td>Comments</td>
<td>excellent marina facilities good trip generation major activity centers nearby</td>
</tr>
<tr>
<td>Major Impacts</td>
<td>no summer parking available</td>
</tr>
</tbody>
</table>

### Key Contact

**Name**  
Ms Suzanne Nielsen  
**Title**  
Manager, Lake Tahoe Cruises  
**Address**  
P.O. Box 14327  
South Lake Tahoe, CA 95702  
**Phone**  
(916) 544-2942
Inventory of Shoreside Services

Name
Incline Beach

Location
Incline Village
draft
moorage type
boat launch only, mooring spuds required

Operating Season

Operating Hours

Mooring spaces
none

Operation
private, security guard

Channel depth

Parking lot size
paved
66
unpaved
25
adjoining

---------------------
total
91 (private)

Transit service
no

Activity centers
part of residential development
nearby motels and resort complex
possible use for group tours

Comments
only small private piers
rocky off-shore
no public parking, pass required

Major Impacts
access via residential street

Key Contact
Name
Incline Village Property Owners' Association
Title
Address

Phone
Inventory of Shoreside Services

Name: Burnt Cedar Beach
Location: Incline Village
Draft: private piers
Moorage Type: private piers
Operating Season:
Operating Hours:
Mooring Spaces:
Operation: private, security guard
Channel Depth:

Parking Lot Size:
- Paved: 100 (private)
- Unpaved:
- Adjoining:
  total: 100

Transit Service: no

Activity Centers:
- Part of residential development
- Nearby motels and resort complex

Comments:
- Private, no parking
- Rocky off-shore area
- Not suitable for large vessels

Major Impacts:

Key Contact
Name: Incline Village Property Owners' Association
Title:
Address:
Phone:
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Hyatt Lake Tahoe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Incline Village</td>
</tr>
<tr>
<td>draft</td>
<td>pier,</td>
</tr>
<tr>
<td>moorage type</td>
<td></td>
</tr>
<tr>
<td>Operating Season</td>
<td></td>
</tr>
<tr>
<td>Operating Hours</td>
<td></td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>pier</td>
</tr>
<tr>
<td>Operation</td>
<td>private resort, security guard</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>paved</td>
<td></td>
</tr>
<tr>
<td>unpaved</td>
<td></td>
</tr>
<tr>
<td>adjoining</td>
<td>adjacent resort</td>
</tr>
<tr>
<td>total</td>
<td>no public parking</td>
</tr>
<tr>
<td>Transit service</td>
<td>no</td>
</tr>
<tr>
<td>Activity centers</td>
<td>part of a resort complex located in Incline Village</td>
</tr>
<tr>
<td>Comments</td>
<td>private resort facilities no public parking possible demand from tour groups excellent docking facilities</td>
</tr>
<tr>
<td>Major Impacts</td>
<td></td>
</tr>
<tr>
<td>Key Contact</td>
<td>Hyatt Lake Tahoe</td>
</tr>
<tr>
<td>Name</td>
<td></td>
</tr>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td></td>
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</tbody>
</table>
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Sand Harbor State Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Lake Tahoe State Park</td>
</tr>
<tr>
<td>Draft</td>
<td>pier, boat launch ramps</td>
</tr>
<tr>
<td>Moorage type</td>
<td></td>
</tr>
<tr>
<td>Operating Season</td>
<td></td>
</tr>
<tr>
<td>Operating Hours</td>
<td></td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>none</td>
</tr>
<tr>
<td>Operation</td>
<td>state park</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>Paved</td>
<td>part of state park</td>
</tr>
<tr>
<td>Unpaved</td>
<td></td>
</tr>
<tr>
<td>Adjoining</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>Transit service</td>
<td>no</td>
</tr>
<tr>
<td>Activity centers</td>
<td>state park</td>
</tr>
<tr>
<td>Comments</td>
<td>part of state park</td>
</tr>
<tr>
<td></td>
<td>limited trip generation</td>
</tr>
<tr>
<td></td>
<td>access requires park entry fee</td>
</tr>
</tbody>
</table>

Major Impacts

Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Lake Tahoe State Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td>(702) 831-0494</td>
</tr>
<tr>
<td>Phone</td>
<td></td>
</tr>
</tbody>
</table>
Inventory of Shoreside Services

Name: Eldorado Beach and Boat Ramp
Location: South Tahoe Recreation Area
     draft
     moorage type
     none, ramp only
Operating Season
Operating Hours
Mooring spaces: none, ramp only
Operation: public
Channel depth

Parking lot size
     paved
     unpaved
     adjoining
     total
     100
     100 (shared with recreation area
Transit service: Yes, adjacent
Activity centers: adjacent to Hwy 50
     part of public recreational center
Comments: limited trip generation
     no dock

Major Impacts

Key Contact
Name
Title
Address
Phone
Inventory of Shoreside Services

Name: Lakeside Marina
Location: South Lake Tahoe
Draft: slips, bouys, piers
Moorage type: May 15 to October
Operating Season: 7AM TO 7PM
Operating Hours: 94 slips
Mooring spaces: bouys
Operation: private
Channel depth: 10 ft at end of pier
Parking lot size: 200
paved
unpaved
adjacent
-------------------
total: 200, additional on-street, bus
Transit service: nearby
can be relocated
Activity centers: closest marina to casinos
hotels nearby
Comments: best downtown location

Major Impacts: some adjacent single family homes
may need additional parking

Key Contact
Name
Title
Address
Phone: (916) 541-6626

91
Inventory of Shoreside Services

Name: Meeks Bay
Location: Meeks Bay
draft: 
moorage type: pier, slips
Operating Season: May 27 through September
Operating Hours: 8AM TO 6PM
Mooring spaces: slips concrete launch ramps
Operation: private
Channel depth:
Parking lot size: 63
paved
unpaved
adjoining
------------------
total: 63, part of marina
Transit service: yes, TART
60 minute headway
Activity centers: residential
adjacent state park
Comments:

Major Impacts

Key Contact
Name:
Title:
Address:
Phone: (916) 525-7242
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Obexer's Marina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Homewood</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>slips, bouys, piers</td>
</tr>
<tr>
<td>Operating Season</td>
<td>Opmens Memerial Day</td>
</tr>
<tr>
<td>Operating Hours</td>
<td>8AM TO 6PM</td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>60 slips, 15 bouys</td>
</tr>
<tr>
<td>Operation</td>
<td>private</td>
</tr>
<tr>
<td>Channel depth</td>
<td>10 ft at end of pier</td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td></td>
<td>paved</td>
</tr>
<tr>
<td></td>
<td>unpaved</td>
</tr>
<tr>
<td></td>
<td>adjoining part of working boat yard</td>
</tr>
<tr>
<td></td>
<td>total very limited</td>
</tr>
<tr>
<td>Transit service</td>
<td>yes, TART</td>
</tr>
<tr>
<td></td>
<td>60 minute headway</td>
</tr>
<tr>
<td>Activity centers</td>
<td>no local demand</td>
</tr>
<tr>
<td>Comments</td>
<td>no parking</td>
</tr>
<tr>
<td></td>
<td>no demand</td>
</tr>
<tr>
<td>Major Impacts</td>
<td></td>
</tr>
<tr>
<td>Key Contact</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td></td>
</tr>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td>(916) 525-7962</td>
</tr>
</tbody>
</table>
## Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Carnelian Boat Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Carnelian Bay</td>
</tr>
<tr>
<td>draft</td>
<td>slips, bouys</td>
</tr>
<tr>
<td>moorage type</td>
<td></td>
</tr>
<tr>
<td>Operating Season</td>
<td>opens May 1</td>
</tr>
<tr>
<td>Operating Hours</td>
<td>8AM TO 6PM</td>
</tr>
<tr>
<td>Mooring spaces</td>
<td></td>
</tr>
<tr>
<td>Operation</td>
<td>private</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot size</td>
<td>limited, part of working boat yard</td>
</tr>
<tr>
<td>paved</td>
<td></td>
</tr>
<tr>
<td>unpaved</td>
<td></td>
</tr>
<tr>
<td>adjoining</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Transit service</td>
<td>yes, TART</td>
</tr>
<tr>
<td>Activity centers</td>
<td>none</td>
</tr>
<tr>
<td>Comments</td>
<td>no parking</td>
</tr>
<tr>
<td></td>
<td>no demand</td>
</tr>
</tbody>
</table>

### Major Impacts

### Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Phone | (916) 546-2552 |
Inventory of Shoreside Services

Name: Tahoe Vista Marina
Location: Kings Beach

Operating Season: opens June 1
Operating Hours
Mooring spaces: none
gas service only
Operation: private
Channel depth
Parking lot size: very limited
paved
unpaved
adjoining

Transit service: yes, TART
60 minute headways
Activity centers: in downtown Kings Beach

Comments: no parking
no piers

Major Impacts

Key Contact
Name
Title
Address
Phone: (916) 546-5243
Inventory of Shoreside Services

Name: Coon Street Marina
Location: Kings Beach
Operating Season
Operating Hours
Mooring spaces: boat launch only
Operation: private
Channel depth
Parking lot size: none
Transit service: yes, TART
60 minute headways
Activity centers: in Kings Beach
adjacent to state park
Comments

Major Impacts

Key Contact
Name
Title
Address
Phone
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Logan Shoals Marina</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>north of Cave Rock, east shore</td>
</tr>
<tr>
<td>draft</td>
<td>launch ramp only</td>
</tr>
<tr>
<td>moorage type</td>
<td></td>
</tr>
</tbody>
</table>

| Operating Season       |                     |
| Operating Hours        |                     |
| Mooring spaces         | launch ramp only    |
| Operation              | private             |
| Channel depth          |                     |

| Parking lot size       | very limited        |
| paved                 |                     |
| unpaved               |                     |
| adjoining             |                     |
| total                 |                     |

| Transit service        | none                |

| Activity centers       | none                |

| Comments               | offshore rocks      |
|                        | unsuitable site     |

Major Impacts

Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Title</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
</tbody>
</table>

| Phone     | (702) 749-5249      |

97
Inventory of Shoreside Services

<table>
<thead>
<tr>
<th>Name</th>
<th>Cave Rock</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Cave Rock</td>
</tr>
<tr>
<td>draft moorage</td>
<td>type</td>
</tr>
<tr>
<td></td>
<td>launch ramp only</td>
</tr>
<tr>
<td>Operating Season</td>
<td></td>
</tr>
<tr>
<td>Operating Hours</td>
<td></td>
</tr>
<tr>
<td>Mooring spaces</td>
<td>launch ramp only</td>
</tr>
<tr>
<td>Operation</td>
<td>public</td>
</tr>
<tr>
<td>Channel depth</td>
<td></td>
</tr>
<tr>
<td>Parking lot size</td>
<td></td>
</tr>
<tr>
<td>paved</td>
<td>90</td>
</tr>
<tr>
<td>unpaved</td>
<td></td>
</tr>
<tr>
<td>adjoining</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td>90</td>
</tr>
<tr>
<td>Transit service</td>
<td>none</td>
</tr>
<tr>
<td>Activity centers</td>
<td>none</td>
</tr>
<tr>
<td>Comments</td>
<td>no demand</td>
</tr>
</tbody>
</table>

Major Impacts

Key Contact

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td>none</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX C

Inventory of Existing Technology
INVENTORY OF EXISTING TECHNOLOGY - 1987

VESSEL TYPE: HOVERCRAFT

VEssel: GRIFFON-4000

SIZE: LOA 40' Beam 18'

DISPLACEMENT: 354,000 LBS.

CARRYING CAPACITY: 120,000 LBS.

PROPULSION SYSTEM: Diesel - Twin Duetz 400 HP

OPERATING CHARACTERISTICS: Pure Hovercraft

V_K = 33

DOCKING PROCEDURE: Ramp (Amphibious)

WAKE CHARACTERISTICS: Minimum

IMPACTS: Noise: None
Wave Action: O.K.
Sight Intrusion: None

SUMMARY OF OPER. HISTORY WITH OTHER USERS: Model Under Const.
in U.S. No operational data. Design USCG approved

COST: $600,000

U.S. built - current only for USN military service.

NOT AVAILABLE

TEXTRON
LCAC (Landing Craft-Air Cushion)

LOA 87' Beam 47'

4 AVCO LYCOMING
TF40B
Gas Turbines
4000 SHP
Air Propellers

Pure Hovercraft

V_K = 40

Ramp (Amphibious)

Minimum

Moderate (Diesel Muff.)

High (Gas Turb.)

O.K.
INVENTORY OF EXISTING TECHNOLOGY - 1987

VESSEL TYPE: SWATH

VESSEL: MITSUI-400

SIZE:
- LOA 118'
- Beam 56'
- Draft 10'

DISPLACEMENT: ----

CARRYING CAPACITY: 400

PROPULSION SYSTEM:
- Diesel 4000 BHP
- Marine Propellers

OPERATING CHARACTERISTICS:
- $V_k = 27.0$

DOCKING PROCEDURE: ----

WAKE CHARACTERISTICS:
- Moderate

IMPACTS:
- Noise: Low (Diesel Muff.)
- Wave Action: Moderate
- Sight Intrusion: O.K.

SUMMARY OF OPER. HISTORY WITH OTHER USERS:
- One built in Japan
- Lockheed Shipbldg, Seattle licensed for U.S. market
- N. Marsh (206)292-5689

COST: Not available
## INVENTORY OF EXISTING TECHNOLOGY - 1987

### VESSEL TYPE: HYDROFOILS

<table>
<thead>
<tr>
<th>VESSEL</th>
<th>BOEING JETFOIL</th>
<th>SUPERMAR</th>
<th>RUSSIAN</th>
<th>TNT HYDROLINES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIZE</td>
<td>LOA 90' Beam 41'</td>
<td>LOA 65'</td>
<td>120' x 35'</td>
<td>LOA 65'</td>
</tr>
<tr>
<td>DISPLACEMENT</td>
<td>----</td>
<td>----</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>PROPULSION SYSTEM</td>
<td>Aircraft Gas Turbine</td>
<td>Diesel Engines</td>
<td>Diesel Engines</td>
<td>Diesel 1600 HP</td>
</tr>
<tr>
<td>OPERATING CHARACTERISTICS</td>
<td>Fully submerged foils $V_k = 40$</td>
<td>Surface piercing foils $V_k = 35$</td>
<td>Surface piercing foils $V_k = 35$</td>
<td>Surface piercing foils $V_k = 35$</td>
</tr>
<tr>
<td>DOCKING PROCEDURE</td>
<td>----</td>
<td>----</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>WAKE CHARACTERISTICS</td>
<td>----</td>
<td>----</td>
<td>----</td>
<td>----</td>
</tr>
<tr>
<td>IMPACTS</td>
<td>Noise</td>
<td>Action</td>
<td>Low (Diesel Muff.)</td>
<td>O.K.</td>
</tr>
<tr>
<td></td>
<td>Sight Intrusion</td>
<td></td>
<td>O.K.</td>
<td></td>
</tr>
<tr>
<td>COST</td>
<td>Not Available</td>
<td>$800,000</td>
<td>Not available</td>
<td>Not available</td>
</tr>
<tr>
<td>VESSEL:</td>
<td>MARINTEKNIK 34C (Sweden)</td>
<td>INCAT (Hawaiian Express) Int'l Catamaran, Inc</td>
<td>VICTORIA CLIPPER (Fjellstrand) Norway</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------------------</td>
<td>-------------------------------------------------</td>
<td>-------------------------------------</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Atlantic Marine, Inc.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SIZE:</td>
<td>LOA 111' Beam 31' Draft 3'-11&quot;</td>
<td>LOA 104' Beam 36'-9' Draft 8'-3&quot;</td>
<td>LOA 100'</td>
<td></td>
</tr>
<tr>
<td>DISPLACEMENT:</td>
<td>-----</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROPULSION SYSTEM:</td>
<td>Diesel w/KAMEWA Waterjet 2000 HP</td>
<td>Diesel - Twin MWM 1750 HP</td>
<td>Diesel</td>
<td></td>
</tr>
<tr>
<td>OPERATING CHARACT.:</td>
<td>$V_k = 40$</td>
<td>$V_k = 25-30$</td>
<td>$V_k = 30'$</td>
<td></td>
</tr>
<tr>
<td>DOCKING PROCEDURE:</td>
<td>-----</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WAKE CHARACTERISTICS:</td>
<td>Less 1-1/2'</td>
<td>Mod. + 2'</td>
<td>Not available</td>
<td></td>
</tr>
<tr>
<td>IMPACTS:</td>
<td>Moderate (Diesel Muff.)</td>
<td>Moderate (Diesel Muff.)</td>
<td>Moderate (Diesel Muff.)</td>
<td></td>
</tr>
<tr>
<td>Noise</td>
<td>Minimum</td>
<td>Moderate</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>Wave Action</td>
<td>O.K.</td>
<td>8 built Nichols Bros., WA. Opers. Crowley &amp; B&amp;G</td>
<td>O.K.</td>
<td></td>
</tr>
<tr>
<td>Sight Intrusion</td>
<td></td>
<td>Fleet, S.F. Bay</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUMMARY OF HISTORY:</td>
<td>Orig. design Sweden 7 Ferries in service worldwide</td>
<td>8 built Nichols Bros., WA. Opers. Crowley &amp; B&amp;G</td>
<td>Several in European Operations. In service Seattle/Victoria, B.C.</td>
<td></td>
</tr>
<tr>
<td>COST:</td>
<td>$3.5 Million</td>
<td>$2.5 Million</td>
<td>Not available</td>
<td></td>
</tr>
</tbody>
</table>
INVENTORY OF EXISTING TECHNOLOGY - 1987

VEssel type: SES (Surface Effect Ship)

VEssel: BELL-HALTER - 110

Size: LOA 110' Beam 45'

Displacement: ----

CARRYING CAPACITY: 350 Pass.

Propulsion System: Detroit Twin Diesels

12V149 1600 BHP

Operating Character.: $V_k = 40$

Docking Procedure: ----

Wake Characteristics: Less than 1 ft.

Impacts:

Noise: Moderate (Diesel Muff.)

Wave Action: Minimum

Sight Intrusion: O.K.

Summary of Operation
History with Other Users: 3 - 110 Models in use by USCG for 7 years.

Cost: $3.5 Million

Air Ride - 78

LOA 78' Beam

250 Pass.

Diesel - 1600 BHP

w/Surface Pierce Props

$V_k = 40$

Less than 1 ft.

Moderate (Diesel Muff.)

Minimum

O.K.

Not available
MEMORANDUM

May 5, 1987

To: The Advisory Planning Commission
From: The Staff

Subject: Report on Activities of the Special Task Force on Rehab Fees and Land Banking Programs

The Task Force has completed its series of meetings, taken considerable testimony, and derived tentative conclusions on the subjects of a) Maintenance and Repair that should be exempt from TRPA review; b) Land Coverage Banking; and c) Rehabilitation Fee Schedule. (See attached pages from Goals and Policies.) The draft reports from the Task Force are currently being reviewed and will be released following their endorsement by members of the Task Force.
G. OTHER FACILITIES OUTSIDE OF COMMUNITY PLANS AND FACILITIES WITHIN
COMMUNITY PLANS BEFORE THE COMMUNITY PLAN IS APPROVED: OTHER THAN THE
EXCEPTIONS IN A, D, E, AND F, THE MAXIMUM LAND COVERAGE ALLOWED SHALL
BE THE BASE LAND COVERAGE AS SET FORTH IN POLICY 1.

3. REHABILITATION, RECONSTRUCTION, AND UPGRADING OF THE EXISTING INVENTORY OF
STRUCTURES, OR OTHER FORMS OF COVERAGE IN THE TAHOE REGION, ARE HIGH
PRIORITIES OF THE REGIONAL PLAN. TO ENCOURAGE REHABILITATION AND UPGRADING
OF STRUCTURES, THE FOLLOWING POLICIES SHALL APPLY:

A. REPAIR OR RECONSTRUCTION OF BUILDINGS DAMAGED OR DESTROYED BY FIRE OR
OTHER CALAMITY SUBJECT TO GOAL #2, POLICY 8 OF THIS SUBELEMENT IS
EXEMPT FROM THIS POLICY.

B. RECONSTRUCTION, REHABILITATION, MODIFICATION, RELOCATION, OR MAJOR
REPAIR OF STRUCTURES OR COVERAGE OTHER THAN AS SPECIFIED IN A ABOVE
MAY BE ALLOWED, PROVIDED SUCH USE IS ALLOWED UNDER THE LAND USE
SUBELEMENT, GOAL #2, POLICIES 8, 9 AND 10. FOR PARCELS WITH EXISTING
COVERAGE IN EXCESS OF THE BAILEY COEFFICIENTS, A LAND COVERAGE
MITIGATION PROGRAM SHALL BE SET BY ORDNANCE, WHICH SHALL PROVIDE FOR
THE REDUCTION OF COVERAGE IN AN AMOUNT PROPORTIONAL TO THE COST OF THE
REPAIR, RECONSTRUCTION, RELOCATION, REHABILITATION, OR MODIFICATION,
AND TO THE EXTENT OF EXCESS COVERAGE. TO ACCOMPLISH THESE REDUCTIONS,
PROPERTY OWNERS SHALL HAVE AT LEAST THE FOLLOWING OPTIONS:

i. REDUCING COVERAGE ON-SITE,

ii. REDUCING COVERAGE OFF-SITE IN A HYDROLOGICALLY-RELATED AREA,

iii. PAYING A REHABILITATION FEE IN LIEU OF OFF-SITE COVERAGE REDUC-
TION IN AN AMOUNT ESTABLISHED BY AGENCY ORDINANCE TO HELP FUND A
LAND BANK PROGRAM ESTABLISHED TO ACCOMPLISH COVERAGE REDUCTIONS,

iv. LOT CONSOLIDATION WITH A CONTIGUOUS PARCEL OR LOT LINE ADJUSTMENT
TO REDUCE THE PERCENTAGE OF EXCESS COVERAGE ON THE RESULTING
PARCELS, OR

v. ANY COMBINATION OF THE FOREGOING OPTIONS.

C. EXISTING COVERAGE MAY BE RELOCATED WITHIN A PARCEL PROVIDED IT IS
RELOCATED TO AREAS OF EQUAL OR SUPERIOR ENVIRONMENTAL CAPABILITY,
CONSISTENT WITH B ABOVE.

D. IN ESTABLISHING THE REHABILITATION FEE SCHEDULE(S) PROVIDED FOR IN
(3.B.iii), ABOVE, THE FOLLOWING PROCEDURES SHALL BE FOLLOWED:

i. A special task force shall be convened to analyze and report on
the actual costs and mechanisms involved in establishing and
implementing an effective land coverage banking program. The
report shall take into account the costs of obtaining and
retiring coverage, and shall also consider alternative funding
sources or programs to provide supplemental funding for such land
coverage banking programs.
After considering the report in (i), above, the special task force shall recommend, for adoption by TRPA, a rehabilitation fee schedule which will (1) provide a reasonable level of funding for the proposed land banking program taking into account identified alternative sources of funding, (2) not unduly restrict or deter property owners from undertaking projects involving the rehabilitation, reconstruction, major modification, or repair of existing structures, and (3) carries out an effective land coverage reduction program. The recommendation of the task force shall take into account the cost of BMP requirements and the other mitigation fees described in the Development and Implementation Priorities Subelement, Goal #4, Policies 1 and 2. The task force also shall recommend a schedule of activities comprising routine maintenance and repair which should be exempt from rehabilitation fees.

After considering the recommendations of the special task force, TRPA shall adopt a rehabilitation fee schedule that is adequate to carry out an effective land coverage banking program, equitably divides the costs to the public and private sectors, and has the minimum possible deterrent effect on the Regional Plan goal of encouraging rehabilitation, reconstruction, and upgrading of the existing inventory of structures.

TRPA may set an interim fee, if necessary, while the task force prepares its recommendations.

E. IN APPROVING REPAIR, RECONSTRUCTION, REHABILITATION, MODIFICATION, OR RELOCATION OF STRUCTURES OR OTHER COVERAGE, THE AGENCY SHALL ALSO APPLY OTHER RELEVANT STANDARDS, INCLUDING INSTALLATION OF BEST MANAGEMENT PRACTICES WITH COMPLIANCE WITH THE DESIGN REVIEW GUIDELINES.

4. LAND COVERAGE ALLOWED PURSUANT TO REDEVELOPMENT PLANS SHALL BE ESTABLISHED BY TRPA-APPROVED REDEVELOPMENT PLANS. HOWEVER, IN NO CASE SHALL THERE BE A NET INCREASE IN LAND COVERAGE IN THE REDEVELOPMENT PROJECT AREA.

GOAL #4 PROVIDE TO THE GREATEST POSSIBLE EXTENT, WITHIN THE CONSTRAINTS OF THE ENVIRONMENTAL THRESHOLD CARRYING CAPACITIES, A DISTRIBUTION OF LAND USE THAT ENSURES THE SOCIAL, ENVIRONMENTAL, AND ECONOMIC WELL-BEING OF THE REGION.

The Tahoe Regional Planning Compact and extensive public testimony call for TRPA, along with other governmental and private entities, to safeguard the well-being of those who live in, work in, or visit the Region.

POLICIES

1. ALL PERSONS SHALL HAVE THE OPPORTUNITY TO UTILIZE AND ENJOY THE REGION'S NATURAL RESOURCES AND AMENITIES.

2. NO PERSON OR PERSONS SHALL DEVELOP PROPERTY SO AS TO ENDANGER THE PUBLIC HEALTH, SAFETY, AND WELFARE.